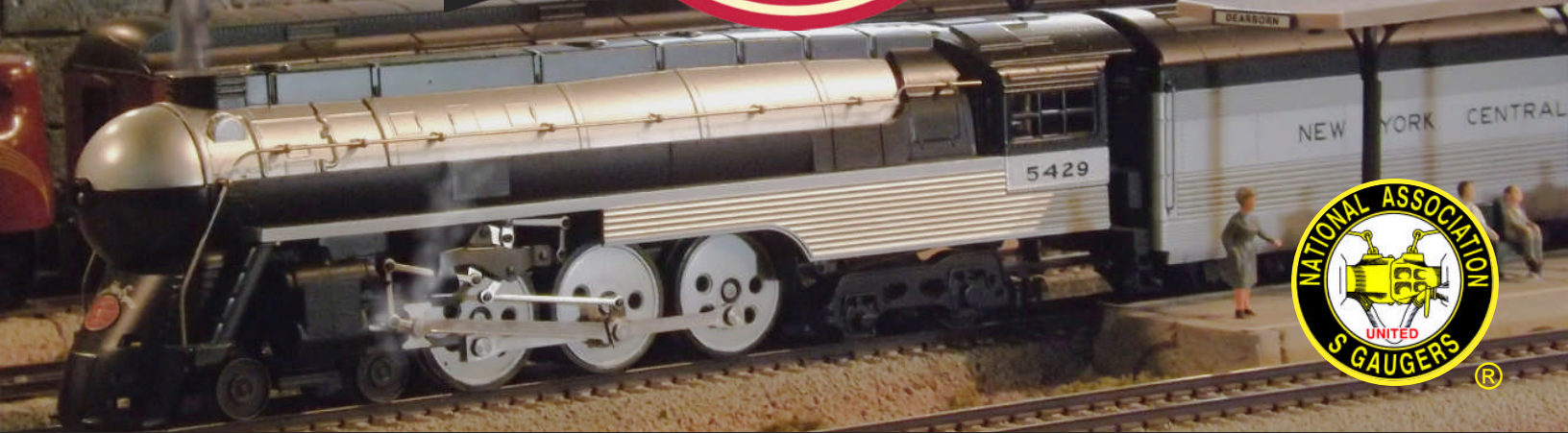


THE
DISPATCH
NASG



JULY-AUGUST 2016



***RS LASER KITS & PRODUCTS • 31st Sn3 CONVENTION
LET'S PROMOTE HISTORY • USE WHAT YOU HAVE
JOE KIMBER'S FIRST FLYER LAYOUT***

BILL'S BOILER WASH

Hi all –

This August is the NASG national convention in Novi, Michigan. I hope you have signed up and I will get to meet you there!

The convention also begins the nomination period for the next election. Open for nominations are the President, Treasurer and all the Regional VPs. Please put on your thinking caps and see if you know a person or persons that you would like to nominate for the various positions. Before you make those nominations, make sure the person is willing and able to serve! You can nominate yourself for any open position, too. For all except the Treasurer, the biggest requirement is that they should be able to attend the national conventions. The Treasurer, of course, has much more to do than just that, so that person really ought to know how to handle money and keep records. Anyone who might be considering the job should contact Michael Ferraro, our current Treasurer, for more information. I would also recommend that anyone being nominated read the NASG Constitution and By-Laws well enough so that you know where to look for guidance. Like many things, more complete knowledge comes with use. Nominations should include the person's name, address, contact information and a short biography (200 words or so), possibly including any qualifications. Nominations need to be submitted to Jamie Bothwell, Elections Chairman, before the end of November when the nomination period ends. A sample nomination form is available on the NASG website, and copies will be available at the convention.



I will not be running for President this time around. By the time my term is up I will have put in nearly seven years on the BOT. During my time as President, a few members have come forth and said, but not in so many words, "I think you should do this or do that," or have someone (else) do this or that. I appreciate their input, but now is your and their chance to step up, run for office, and have a vote in how the NASG is run.

The recent death of Wally Collins, while expected for a few years, was a terrible loss for many of us, along with the deaths of several others. However, it also points out that we all need to be prepared for this eventuality. Look at the **Membership** tab on the website. Down at the bottom are things to help you prepare. This will also be an issue for the next series of NASG administrators. They will need to prepare a plan for the attrition that will likely take place over the next 5 to 15 years or at least be ready to react to it. Changes in the personnel who provide key services, like the Dispatch editor, Company Store manager, Membership Secretary, and so on, will have to be addressed with potential replacements waiting in the wings.

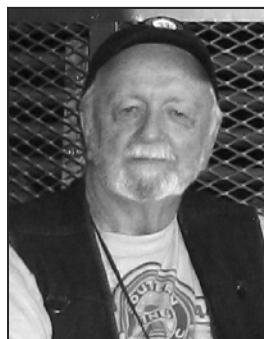
Our local newspaper has a column titled "**Rants and Raves.**" I am borrowing that for this paragraph. **RANT:** Speaking of volunteers, if you volunteer for some committee, especially if you are the chair, please check your e-mails, phone messages, etc. for questions or requests from the membership. If your contact information has changed, get that to Bill Pyper and Peter Vanvliet so it can be put where members can find it. **RAVE:** Some of our people go above and beyond. As I write this, **Dick Kramer**, our **Membership Secretary**, is ending his

stay in the hospital for a ruptured appendix and some subsequent complications. While going through all of this, he continued to handle his membership work from his hospital bed! Talk about dedication! We can use more like him, so if you think you want to make a difference, talk to a committee chair or your regional VP about helping out. **RANT:** It has happened twice (at the time of this writing) that members have challenged their PayPal payment for NASG online services because that payment goes to **Fourth Ray Software** and not the NASG. Fourth Ray is Peter Vanvliet's primary business and he has graciously let the NASG use it for its online sales. This has been mentioned several times in both this magazine and on the web site. Because the NASG has no real headquarters, it can't be a PayPal member. Every time someone challenges the Fourth Ray billing, it affects Peter's credibility as a business. If this occurs even a couple of more times, I am afraid we will have to give up this service to protect Peter. **PLEASE, PAY ATTENTION TO WHAT YOU ARE DOING.** If your wife is paying the bills, **PLEASE** be sure that she knows what **Fourth Ray** is so that this doesn't happen anymore.

If you come to the convention, please attend the general membership business meeting. There might be some issues which the Board of Trustees would like to get the membership's opinion on before they act. 🚗

Have fun! — Bill Winans

CONDUCTOR



ABOUT WEB SITES . . .

As often happens web site addresses will get changed after an article has been published. The web site for the state of California sign charts has changed to <http://www.dot.ca.gov/hq/traffops/engineering/controldevices/signchart.htm> It will probably change again from time to time, but the **dot.ca.gov/** part will probably stay the same, so you should be able to find what you are looking for.

In the last issue I asked for help encouraging more people to advertise in the Dispatch. **Webmaster Peter Vanvliet** has come up with an idea to help. Beginning today, May 7, 2016, any display advertisement published in the Dispatch will also be listed at the top of the page of the **S Resources** section of the **NASG Web Site**, www.nasg.org/SResources/index.htm providing further exposure. Thanks for the help, Peter.

Hopefully you have noticed that the end of each article is indicated with the use of a small caboose. 🚗 I have had this caboose symbol all along, but it is part of a font that I rarely use and I had forgotten about it.

Also in the last issue I whined about not having enough pages available to print all the articles and pictures that are submitted by members. Until such time as I am able to add pages to the paper edition of the Dispatch, additional articles

Continued on page 31



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The Membership Year is determined
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ing 6 issues, starting with the next issue.
All applications, renewals and member-
ship questions should be directed to:

NASG Membership Secretary
Dick Kramer

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Should be reported to Dick Kramer
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DEADLINES for articles and advertising are the
first day of January, March, May, July, September
and November respectively.

NOTICE TO READERS: All warranties and
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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.

The **DISPATCH** MANIFEST

Volume 40, Number 4, July-August 2016

COVER Top: Rayonhouse Road, the hi-rail creation of Tom Hess, has lots of
action on four mainlines. Photo by Mark Charles. Bottom: A Southern Pacific pas-
senger train clears the signal tower on Dave Campbell's Fourville Branch Line.
Photo by Brooks Stover. Both layouts are on the Convention tour.

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NASG Web Site

<http://www.nasg.org>

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

RS LASER KITS & PRODUCTS

By Bill Pyper, Editor, NASG Dispatch

Tucked away in a small workshop on the outskirts of Salem, Oregon, **RICHARD SHEPARD** manufactures some highly detailed structure and rolling stock kits. A model railroader since his childhood in the 1950s, and a woodworker all of his adult life, He founded **RS Laser Kits** in 2004 at the suggestion of **Lon Wall**, the man behind the annual **Pacific Modelers Logging Congress** at Camp 18 in Elsie, Oregon.

Using vector graphics editor program **Corel Draw**, Rich draws the patterns for his various creations. His laser cutting equipment will accept files from most Auto CAD programs, but Corel Draw is preferred.

Once the patterns are completed, the files are exported to one of Rich's two **Epilog Mini** laser cutter/engraver machines shown in the photo below right. These pieces of equipment don't use much space. Most of the approximately 1,000 square feet of Rich's shop is taken up by shelves of uncut basswood, strip wood, fiber board and other raw materials plus finished products waiting to be shipped out.



Rich says that about 70% of his sales are N Scale, about 27% are HO, 2% O scale and 1% go to S. His website only lists three structures designated as S scale. He also offers a line of S scale laser-cut doors and screen doors in eight different configurations. Also available in S is a kit that makes two horse-drawn farm wagons (horses not included). Beside the products sold as S scale, there is a water tank in O scale that is perfect for an Sn3 logging railroad and an On3 Pickle Car that is the right size for standard gauge in S.

Right:
BillCo Freight
Kit 5040 \$41.75

Total footprint is 3" x 8^{7/8}"



Below:
Outhouses (3 pack) Kit 5010 \$15.35
Outhouses were an icon of rural America until the late 1950s. Many are still in use today. The kit includes three outhouses with seats. Use them behind the house or barn or in your railyard so that your train crew has a place to do their paperwork.

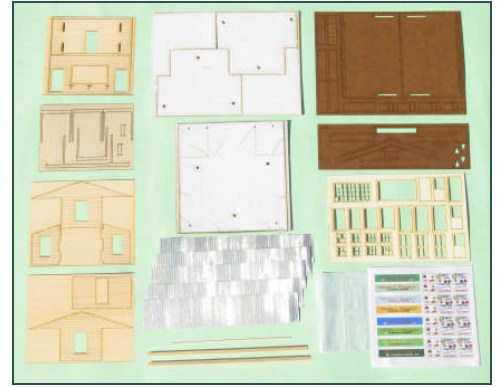


RS LASER KITS & PRODUCTS



Vicky's Veggies

Kit 5042 \$58.25 + shipping. A road-side stand that can be used anywhere in any era. You will find many uses for this little building. This kit includes Tichy windows and doors, corrugated metal roofing, interior display cabinets, signs, plus a downloadable interior framing sheet by Clever Models. The Footprint is 5 7/8" by 5 1/2" at the base.

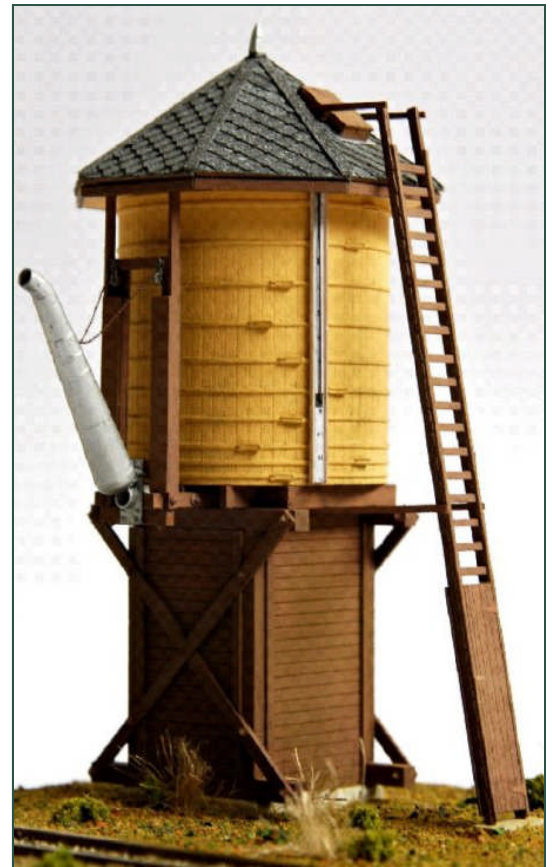


SCREEN DOORS (left) and solid **DOORS** (right) Go to www.rslaserkits.com and click on **S Details** to see all of the eight available variations and prices.



Kit #5501 contains two horse-drawn farm wagons (horses not included) \$29.10 plus shipping.

O Jack's Cabin **WATER TANK** based on a D&RGW prototype. This kit is listed as O-scale, but water tanks came in many different sizes and shapes, so this one will work well on an S or Sn3 layout. The inside dimensions are just under 3" tall and 3" in diameter. That gives it a 75,000 gallon capacity in S scale. Kit SCM104 \$119.85 plus shipping



This On30 **PICKLE CAR** sizes out to standard gauge in S scale. Kit #1404 sells for \$60.45 plus shipping. Trucks and couplers not included.

Model and photo below by Phil Richard



To get a look at the parts provided to build this car go online to www.nasg.org and click on **The Dispatch** then on **Back Issues**, click on this issue and scroll to page 34. This is available to members only.

To see all of RS Laser Kits' products, go to www.rslaserkits.com

LET'S PROMOTE HISTORY

Let's Look to the Past When Modeling in S!!

By Jeff Madden, Editor Emeritus

I'm going to discuss six choices of the type of model railroad that we might need to educate many aspiring to model in S (hi-rail or scale). In today's environment of TV, computer games and the internet, I think we need to stimulate growth in the hobby and especially S by pointing out the many historic alternatives to just modeling the commonplace.

Why is this education about historic modeling necessary, you ask? Well, because most of us who grew up modeling the transition era had the real railroads to visit in person, knew other model railroaders who modeled the same era, and read articles in the model press that promoted the era — basically the 1930s thru 1970s.

Younger model rails are a generation or two removed from this era. They have much more to choose from as to modeling eras. Instead of just three decades, newer modelers today have to choose among the decades all the way from the 1930s to the 2010s — that's nine decades folks. Of course, there are a few who model pre-1930s even now, but I'm sure this is a real minority because model equipment is extremely scarce.

For the larger scales, especially S and O, I feel that the education of modelers as to historic times to model is critical to growth. Why? Well, such education (clinics, displays, articles) can help current and new S modelers consider optional eras or styles in order to construct a layout in a modest space. S just doesn't suit many who desire to build a mainline empire like the many HO and N layouts shown in the model press. It just might be that a neophyte modeler would be stimulated by history as opposed to just modeling trains.

1. OLD TIME RAILROADS, 1850-1920: Present this era as a doable time frame to model our country's historic past such as the Civil War, wild west, the industrial expansion era, etc.

Pluses:

- Small locos, short cars, gingerbread Victorian structures.
- Tighter curves, shorter sidings
- A challenge to a budding scratchbuilder.

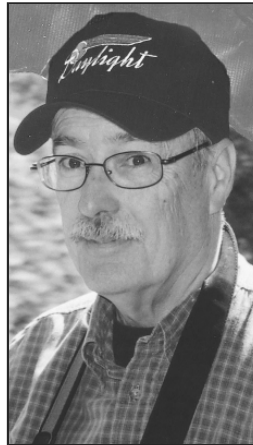
Minuses:

- Very little rolling stock available except On30 conversions.
- Mostly craftsman structure kits needed or scratchbuilt.

2. SHORTLINES AND BRANCLINES: In S especially, let's educate folks about modeling these types of lines — of any era, but most likely 1930s to present.

Pluses:

- Can use smaller available steam or diesel locos.
- Can use shorter freight cars and passenger cars available
- No need for large layout with large radius curves.
- No need for turntables or wyes unless using steamers.
- Can choose to model a prototype or freelance
- Can have a small interchange area if you must have some mainline operation.
- Short trains



Minuses:

- Not recommended for long passenger cars, freight cars, large locomotives, or long trains.
- Can't model spectacular bridges, big city scenes, large structures, etc.

3. LOGGING: Logging railroads are ideal for smaller S layouts. Only a Shay, Heisler, Climax or short rod steam engines are necessary, or you could use a small 44-ton diesel.

Pluses:

- You can get away with a minimal roster of locomotives. Often one or two will suffice.
- Freight and passenger car needs would be minimal: just a few log buggies, flats, boxcars and a caboos would work for freights. One or two short old-time passenger cars or a gas-electric would be enough for a roster on a log road.
- Layout space would be minimal — maybe just shelves.
- Plenty of craftsman structures available, not many needed.
- Scenic features can be spectacular — trestles, mountain-side roadbeds, steep grades and lots of trees.

Minuses:

- Must limit yourself to small motive power and rolling stock.
- Not too many locos available at a reasonable cost unless converting some from On30.

4. NARROW GAUGES: Sn3 or Sn2 modeling works well for smaller layouts in S. The settings can be Appalachia, the Rocky Mountains, or the Pacific Northwest for example.

Pluses:

- Small locos, short cars, short trains
- Tighter curves and short passing sidings are space savers. An Sn3 or Sn2 layout will often fit in the size of a small to medium sized HO layout.
- Track, turnouts and structures are readily available
- Freight and passenger cars available at not a great cost.
- A chance to model some spectacular scenic features

Minuses:

- Lack of inexpensive motive power, but you don't need a huge roster.
- Structures mostly craftsman type kits.

5. STREET CARS AND INTERURBANS: S is the perfect size for overhead wire trolley modeling. This is obvious as most streetcars and interurban cars were short and mostly ran as single units. Those who like to model city scenes combined with some rural running alongside highways (or in them) will find this kind of modeling ideal.

Pluses:

- Lots of available city type structures.
- Lots of 1/64 vehicles available
- Minimal space requirements using tight curves.
- Shelf layouts work well here.

Minuses:

- Very few, if any, trolleys or streetcars are available in S necessitating scratchbuilding.
- Overhead wire construction is a challenge.
- Laying track in streets can be a challenge.
- Limited mostly to 1920s-1950s era of modeling.

Continued on the next page

31st Sn3 SYMPOSIUM

By Dave Heine NASG Eastern Vice President

The 31st Annual Sn3 Symposium was held February 25-27, 2016, in Clearwater, Florida. Carla and I were able to attend as part of a vacation trip and friend and fellow S scale modeler Bert Mahr went with us.

Before the convention, we spent a few days with friends Fred and Delores Rouse of **S Scale Loco & Supply Co.** Of course, Bert and I spent some time in the building that houses Fred's workshop and layout.

At the time, Fred was working on an order for some steam locomotive drivers and also doing Lionel AF Y-3 conversions to scale wheel standards. I realized that the conversions are more work than you might first think.

The Symposium was officially starting on Thursday, but there were pre-convention activities on Tuesday and Wednesday. You could sign up to operate on two HO layouts; one on Tuesday and the second on Wednesday morning. Also, there were some home layouts open for tours on Wednesday afternoon. We arrived in Clearwater late Wednesday morning and took part in the layout tours that afternoon. The layout tours are drive yourself or carpool, so you can pick the layouts which are most appealing to you.

The convention committee did an excellent job of picking quality layouts in the area to be open for tours. The eleven home layouts were open in the afternoons on Wednesday through Saturday. There were two in **Sn3**, **Ted Van Pelt** and **Larry Cox**, while there were two other narrow gauge layouts (HOn3, On30) and the remainder in HO standard gauge except for a lone N scale layout. In addition to the home layouts, the **Suncoast Center for Fine Scale Modeling** in Odessa, Florida held a special open house for Symposium attendees only on Saturday afternoon. The Suncoast Center contained five layouts (Sn3, Fn3, two On30, HO), plus other dioramas and examples of superb modeling, both railroad and other. Every layout that I saw was worth visiting and all were at least 90% sceniced and detailed. Some of the layouts were very highly detailed. The Suncoast Center is periodically open to the public, and is well worth the visit if you are in the area. One comment is that I have found that visiting non-S scale layouts can also be a good learning experience.

Florida is an area where houses do not have basements like my home state of Pennsylvania, so model railroaders do not have a built-in *layout room*. We saw several converted two-car garages, a converted and air-conditioned attic, additions to houses and separate buildings used for layouts. The N scale layout was in part of the living room of a condo and was built to look like artwork. Model railroaders can be creative and will do anything to obtain space for a layout.

Clinics were held in the mornings and evenings. The first clinic on Wednesday evening was an extra-fare hands-on workshop on scratch-building a paper structure board on board. There were ten other clinics at the convention center on Thursday, Friday and Saturday mornings and Thursday and



Friday evenings. Two clinics were scheduled for each morning or evening, so it was possible to attend all of them. I managed to attend eight. The clinic room was adjacent to the vendor room, so you could go back and forth. Also, there were three mini-clinics at the Suncoast Center on Saturday afternoon.

It was interesting to note that none of the clinics were specific to S scale and only one clinic, on the Westside Lumber Co., was on a narrow gauge subject. All the other clinics were on various modeling topics that were useful no matter what scale or track gauge you model. Clinic topics included weathering, lighting structures with LEDs, bridge building, modeling tips, scenery, and more.

Attendance was down this year and it was a topic of discussion at the Saturday evening meeting. The vendor room was also light, but I managed to spend more money than I had expected to. Everyone seemed to enjoy themselves and I thought that the clinics and the layouts that were open were all worthwhile.

Pictures and more on the next two pages


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Look to the past — *Continued*


6. MODERN SHORTLINES THAT INCLUDE A TOURIST operation: This is sort of a spinoff of choice number two. S is a nice scale to model a modern shortline that also has a steam tourist operation. You know — “have your cake and eat it too”.

Plusses:

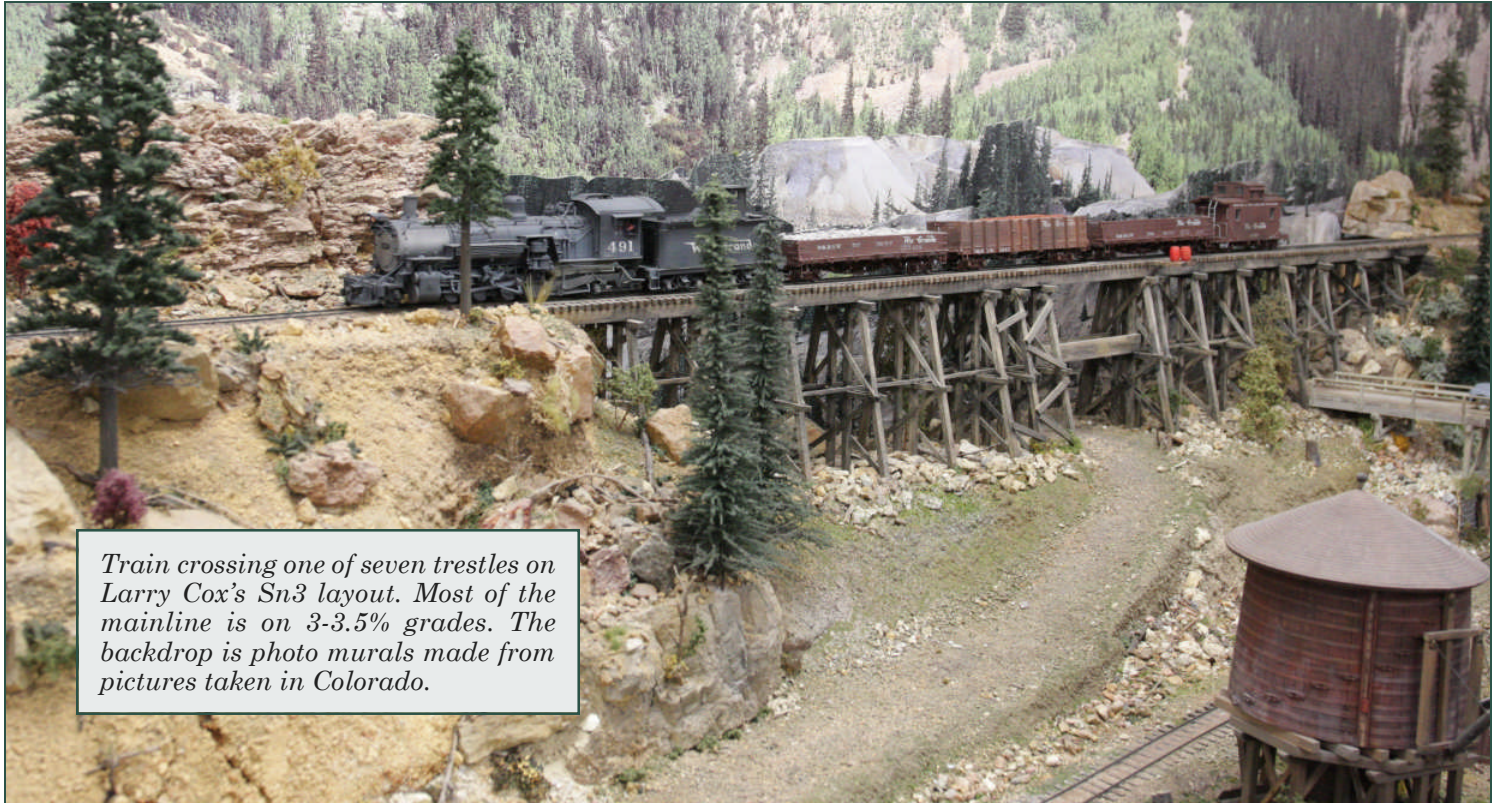
- Ample availability of smaller diesel locomotives.
- Ample availability of modern freight cars.
- Minimal structures needed — plenty available. Only an old-time depot would be needed for the tourist operation.
- Enough small to medium steam engines available for the tourist operation. You'd probably only need one.
- Minimal space needed.

Minuses:

- Not really too many negatives here, maybe just the usual limitations of our minority scale.

I have presented some alternative choices for the style of layout that could be promoted along with the usual mainstream options. Pointing these out to aspiring S modelers could be the ideas that push them over the edge. Let's promote out of the box! 

31st Sn3 SYMPOSIUM



Train crossing one of seven trestles on Larry Cox's Sn3 layout. Most of the mainline is on 3-3.5% grades. The backdrop is photo murals made from pictures taken in Colorado.

Due to some remodeling work, a separate room for a model contest was not available, so for security reasons it was decided not to hold a contest this year. There was a popular vote for two layout categories, narrow and standard gauge. Layouts at the Suncoast Center were not eligible. The winner of the narrow gauge layout was **Ted Van Pelt's Sn3** layout. It depicts an RGS/D&RGW Colorado mountain railroad and features photo murals from pictures Ted took in Colorado. He also used dirt from the areas where the photos were taken. The winner of the standard gauge railroad was **Gail Komar, MMR**. Her freelance HO West Virginia Northern layout is based on the Chesapeake & Ohio in the New River area of West Virginia and hosts regular operating sessions. 🚂

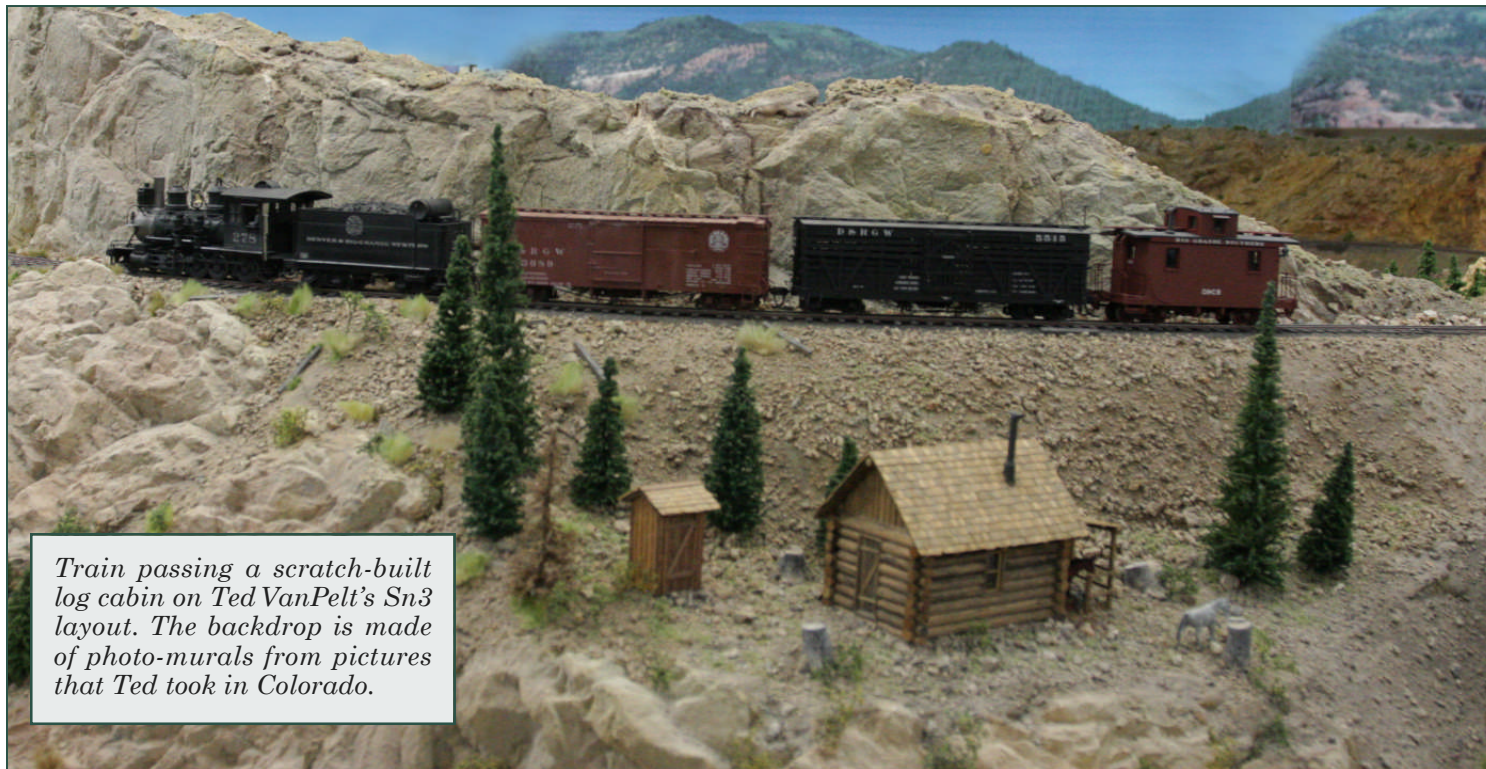


On the right: One of the many scratch-built structures on Ted VanPelt's Colorado themed Sn3 layout.

Mixed train crossing a bridge on the Sn3 Silverton Central at the Suncoast Center.



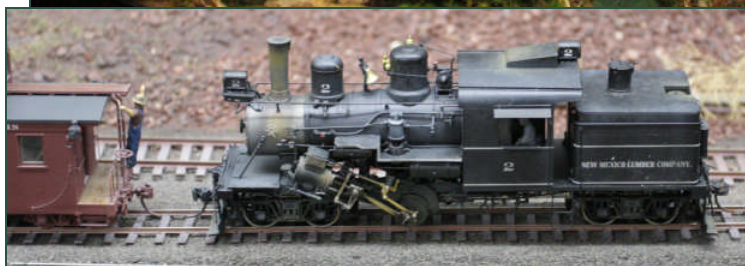
31st Sn3 SYMPOSIUM



Train passing a scratch-built log cabin on Ted VanPelt's Sn3 layout. The backdrop is made of photo-murals from pictures that Ted took in Colorado.



Mixed train crossing a wooden trestle on the Silverton Central layout at the Suncoast Center. The LED lighting in the building along the water was added recently after the building was in place.



P-B-L Class B Climax on Ted VanPelt's layout. A few of these geared locomotives were also made in S standard gauge.

The next Sn3 symposium will be on **April 6-8, 2017** in St. Louis, Missouri. While it is always subject to change, there are supposed to be five Sn3 layouts open for tours, plus other fine layouts. The website for more information is: <http://www.2017sn3symposium.com/>. As of this writing, the 2018 Symposium site has not yet been decided, but 2019 is scheduled for Colorado Springs.


Print Your Own American Flyer Accessory Replacement Windows

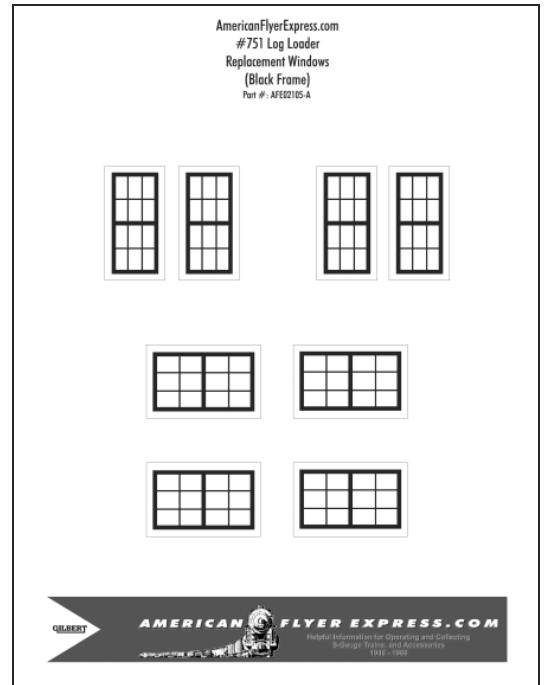
By John Eichmann, Rocky Mountain Hi-Railers

Using a free download from **American Flyer Express**, you can print replacement windows for ten popular AF accessories. You'll need a color printer and a clear plastic substrate. You can probably have a commercial copys shop do it for you. To get the files, go to www.americanflyerexpress.com/ and click on the **AFE Parts & Tools Available** button at the top center.

Here is the slightly edited explanation of the process from the web site: "We here at American Flyer Express have come to realize that the translucent plastic windows in a number of building accessories have not survived the times. And even those that have survived are warped, curled, and have just generally become unattractive. We have searched for the translucent plastic material that the original windows were made from, but have been unsuccessful in that search."

"We have re-created a number of the window sets from 10 of the more popular accessories. We have created templates that display all of the windows that are necessary for the accessory. We have created three different color schemes: black, green, and yellow colored window frames."

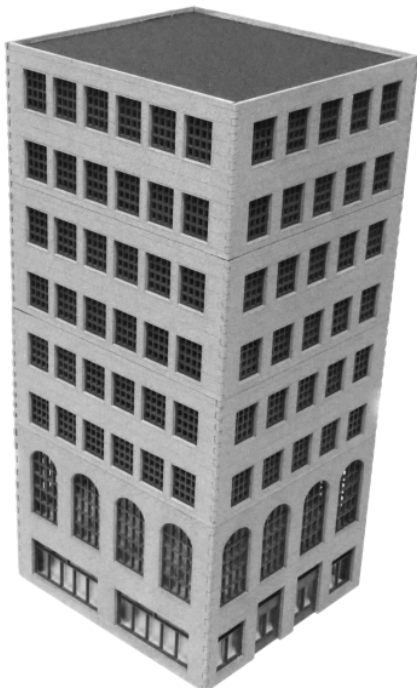
"The idea here is that if you are unable to find original replacement windows for your accessory that has missing or damaged windows, and you would like to have something to fill that void, you can print your choice of window color schemes to your own color printer with a choice of a special paper or plastic velum medium, making your own replacement windows. All you will need to do is click on the link and the template of choice will open in Adobe Acrobat — then you can print. Just trim the window around the outer guideline and either tape or glue your new window in place. We recommend that you tape the window in place. It will be less messy and more easily replaced, if need be." 



Above: Example of Accessory Window files. This is #751 Log Loader Windows reduced to 37% of actual size.

PIKESVILLE MODELS ENTERS THE STRUCTURES MARKET

Dave Blum of Pikesville Models, long-time supplier of S gauge trains and equipment, is pleased to announce his entry into the structures market. His first offering is the **Rocker S Gauge Building Kit**



Front & Side View

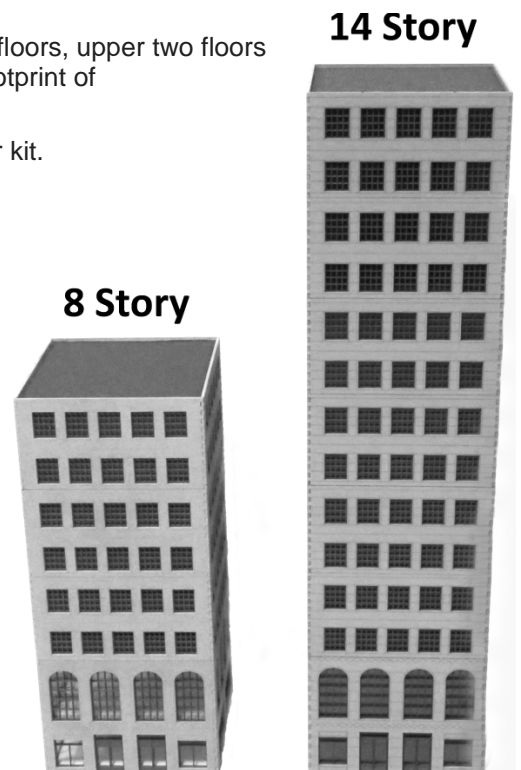
Base kit: \$125 consists of first and second floors, upper two floors and roof. Makes a 4-story building with a footprint of 15¹/₂" wide by 11⁵/₈" deep.

Add on kits at \$65 each make two floors per kit.

- Precision laser cut
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- Interior accessible after assembly
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SCRAP BUILDING

Using What You Have By Tom Hartrum, Miami Valley S Gaugers

INTRODUCTION: At a meeting of the **Miami Valley S Gaugers**, one of our members, **Jan Mason**, brought a stack of slats from some vertical blinds that his place of work had thrown out. They measured 3½ inches wide by 4½ feet long, and were ribbed. Jan said they looked like they could be used as roofing or siding for an S gauge building. Never one to pass up “free stuff that might be useful some day,” I took one home.

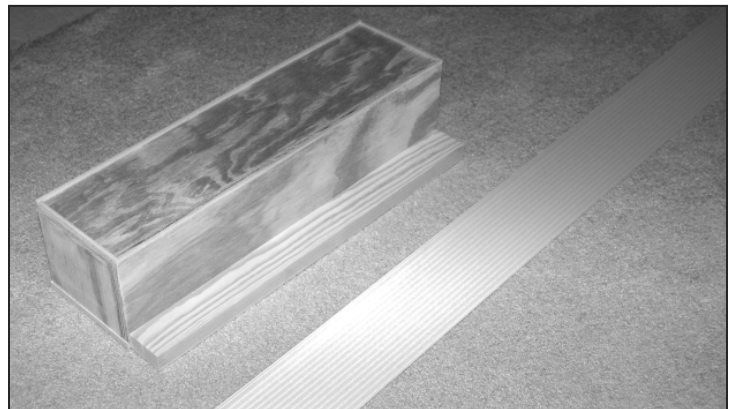
After lying around for a few weeks, that blind slat started to get to me. Since I am one of the few scratch builders in our club, I thought I would hack together a “quick and dirty” structure to show the others what might be done with these blinds. Plus, the New Cambridge yard on my Ohio Valley Railroad needed a freight house. Therefore this project had two goals: to use the blind to build a suitable freight house for my layout, and to demonstrate the process of scratch building to those who have never tried it.

PLANNING: The starting point for any scratch building project is a plan. You can work from a set of drawings in a magazine, or develop your own design. I couldn't find plans for a freight house built from blinds, so I decided “scratch build” the plans, too. While the best approach is to carefully consider every aspect and draw a set of plans for exactly what to build, as an impatient hobbyist I decided to start with a simple plan and let it evolve as I went along. Note that this approach can ultimately get you in trouble when you run into a problem that you should have recognized before starting construction.

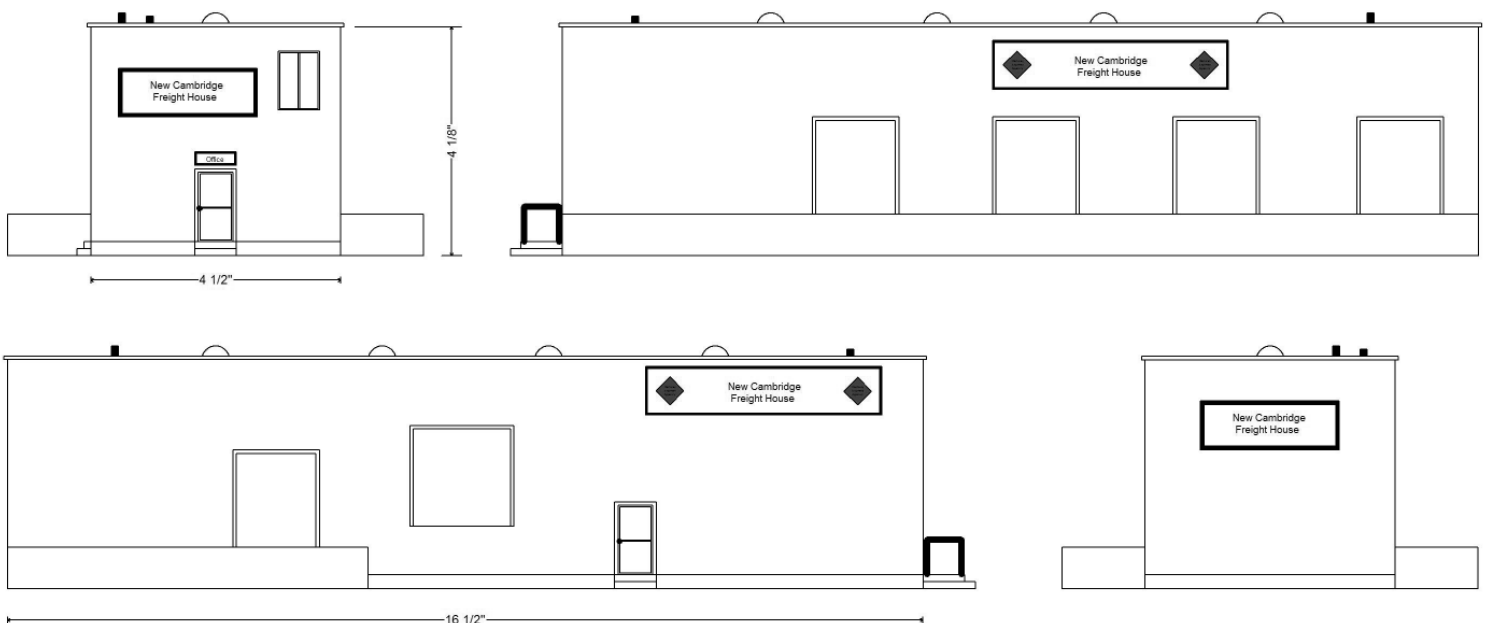
First I looked at the size of the desired location on my layout. I wanted a loading platform long enough to accommodate two 40-foot boxcars. Then I looked through magazines and other modeling books for similar sized freight stations. For example, see **Joe Kimber's** article, **Avery Hardware Manufacturing Company**, in the **March/April 2011 S Gaugian**. These gave me some examples of dimensions for bay doors. I decided on a one-story rectangular building 88 feet long by 24 feet wide and 22 feet high. See diagram below.

The 88 foot x 24 foot x 22 foot building measured 16½ x 4½ x 4⅞ inches in S scale. For most of the bay doors I decided on 8 feet wide by 9' 4" high (2 inches x 1¾ inches), with one truck door 10' 7" wide by 9' 4" high. Keeping in mind that this was supposed to be a “quick and dirty” project, I decided that all the doors would be modeled closed. That way I could build a basic solid box and laminate it with pieces of blind slats.

CONSTRUCTION: Using some ¾ inch plywood that I had on hand, I built a box 16½ x 4½ x 4 inches high, open on the bottom. I know this is a bit heavy for an S building, but it was what I had. You could use ¼ inch MDF or balsa, or ⅛-inch hardboard. For a loading platform, I used a couple of pieces of 1x2, one for the track side and one for the truck side. As you probably know, these are actually ¾ inch by 1½ inches, which in S gauge is 4 feet high and 8 feet wide. I decided to run the trackside platform the full length of the building and the one on the other side for about half the length. Then I glued these along the bottom of the building. The end result is shown below, along with a view of the blind slat.



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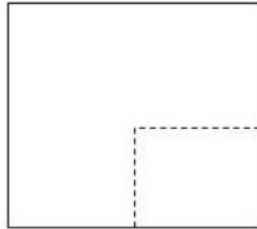


SCRAP BUILDING

Then I masked and painted the loading platforms with gray primer. At this point I started making tradeoffs between the quick and dirty approach and my modeler's instinct to make a nice looking building. Instead of simply running the siding (blind) from the top to the bottom of the walls, I decided that a cement foundation was in order. For this I purchased some $\frac{1}{16}$ x $\frac{1}{4}$ inch basswood from my local craft store, spray painted it with gray primer, and glued it around the bottom of the walls that weren't covered by the 1x2 loading platforms. Then I recessed the roof so that S scale workers would be less likely to fall off, and I added $\frac{1}{8}$ x $\frac{1}{8}$ inch basswood all around the top. This brought the wall height to $4\frac{1}{8}$ inches or 22 S scale-feet.

Then I was ready for the blind slats. These cut easily with a standard box knife and metal straight edge. Using a combination square, I sliced off the wall sections. Unfortunately, neither the length nor width of the building was a multiple of the $\frac{3}{16}$ inch blind width, so I had to cut narrower pieces to finish the walls. Here is an example of how a little more careful design could have made this come out even. As I cut and fit the pieces around the walls, I began to worry if I was going to run out of material, but as luck would have it I had just enough! Again, a little more planning would have eased my concern, but this was a quick and dirty project! Besides, I knew that Jan had a whole stack of slats in his garage.

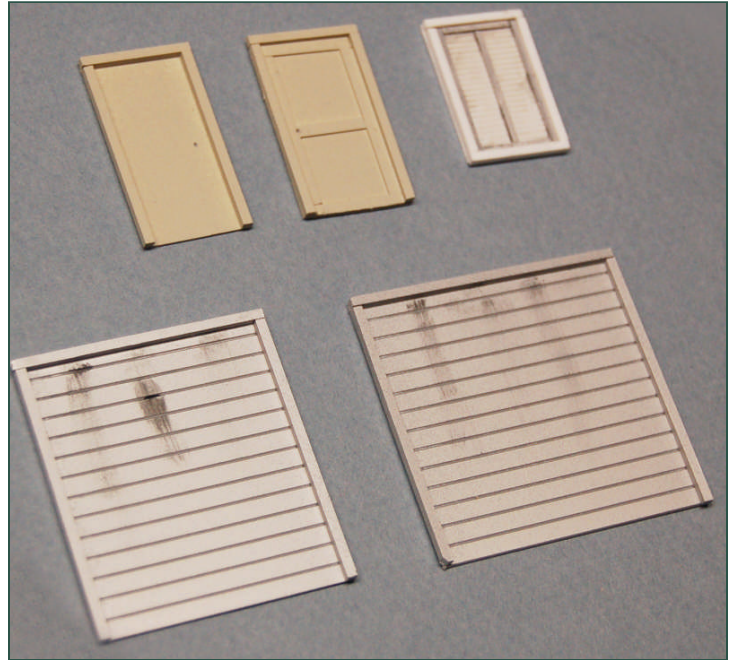
After the wall panels were cut, it was time to cut the door and window openings. Here I did a little planning. Instead of centering the doors on the panels, which would require three cuts with two internal corners for each one, I aligned each door along one edge of its panel, requiring only two cuts and one internal corner, as shown above. Although the building is long enough to support five doors on each side, I decided that four doors on the track side would be enough. This left room on one end for an office. On the truck side I chose to place two doors along the loading platform, and one larger door that a truck could back up to. I put one personnel door on the front of the building, the end visible from the yard, and another door for people on the truck side. I left the other end, or the rear of the building, completely blank as it would seldom be visible to a viewer. Finally, I added an office window to the front.



Cutting the openings was fairly straight forward using the box knife. Using a $\frac{1}{16}$ inch bit in a pin vise, I drilled a hole in each corner, just touching the two joining lines. Using a steel straight edge, I cut from the hole to the edges of the wall, then squared off each corner with a file. To glue the siding (slats) to the box I used **Aleene's Tacky Glue**, after first testing it with scrap pieces of slat and wood. I clamped the siding to the box and allowed it to dry overnight, as shown below.



At this point the doors and window were just holes in the siding with the plywood showing through. Both **Grandt Line** and **Tichy** make nice S doors and windows, although neither makes a large freight door. I decided to build these myself from **Evergreen** styrene, available at most hobby shops.



The two personnel doors each started with a piece of .020" plain styrene sheet cut to fit in the corresponding opening in the siding. These were framed by gluing .060" square strips to form a frame, then .020" strips of .060" and .080" were glued in place as appropriate. Ordinary straight pins were used for doorknobs. For the large freight doors, I used **Evergreen 2125 V-Groove siding** (.125" x .020") and framed them with .060" square strips. For the office window I simulated venetian blinds by using **Evergreen 2040 V-Groove** (.040" x .020") with a .060" square outer frame and .020" x .040" inner frame. I painted the freight doors using **Model Master 1451 Aluminum Plate** and painted some flat black streaks, and the people doors with **Model Master 1933 Camouflage Gray**. The results can be seen above. These were glued in place with Aleene's.

At this point the basic building was done, and demonstrated the ease of scratch-building a simple structure. However, with a little more effort a nice building resulted. The personnel doors needed some stair steps, which I made by gluing together some scrap pieces of $\frac{1}{8}$ " square basswood. On the office stairs I added a handrail by bending a piece of $\frac{1}{32}$ " diameter brass rod. The roof needed some detail, so I installed a couple of vent pipes made from $\frac{1}{8}$ " brass tube. Also in my to-be-used-someday drawer were some wooden buttons, which also can be found at craft or hardware stores, so I added four of these as roof vents, painting them silver. I added some overhanging trim around the edge of the roof using $\frac{1}{16}$ x $\frac{1}{4}$ inch basswood, painted light gray. Then I coated the roof with white glue and sprinkled on **Woodland Scenics Fine Gray Ballast**. I printed some signs on my computer, glued them to .020" sheet styrene with spray glue, and mounted them on the building. Finally, I added some people, trucks, crates and barrels. The resulting building can be seen on the next page.

USING WHAT YOU HAVE



SUMMARY: Hopefully I've shown how easy it is to scratch build a structure using materials you have on hand or can purchase locally, ending up with a building you can be proud to put on your layout. You may not need a freight house like mine, but you can use the techniques to build a wide range of structures. Although the vertical blind was a motivator for me, there are lots of substitute materials you could use. Both **Evergreen Styrene** and **Plastruct** make several types of siding that can be used. Fortunately, these, along with basswood, are available at local craft stores, as well as local hobby shops. At any rate, have fun building the structure of your choice. 🚚



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

ATTENTION CLUBS

Be advised that there is a new membership application form available on the NASG web site www.nasg.org/Membership/MembershipApplication.pdf

Please be sure to replace your existing supply to avoid delays with new members using old forms with incorrect, outdated information.

Dick Kramer, Membership Secretary

Hi,

I know this is an all volunteer organization with many still working full time jobs, but a simple courtesy reply of some sort to my inquiry would, I think, be appropriate. It has been a month since I sent my request to _____.

I am now perplexed as to what we, the members, are to expect from the organization's committees. If members are not supposed to contact or make requests from committees, then please indicate that in the Dispatch.

Based on my very good experiences and correspondence with the others, the President, the Webmaster, and Editor, I think the former is not the case.

What's going on?

Respectfully,
Wayne Schneyer
South Jersey S Gaugers
NASG (1992) NMRA

and then there was . . .

Wow, the web site is great! Both renewing my membership and ordering the NASG car and other items was easy.

Thanks,
Kirk Lindvig

and . . .

Dear Bill (Winans),

I want to thank and commend you for the excellent column in the most recent Dispatch (May-June 2016) by Peter Vanvliet, NASG Webmaster and for your decision to bring him on board. I found the column itself to be most useful and informative, reflective of all the columns he has done for the Dispatch. The work that Peter is doing for the NASG and for S scale in general is wonderful. Applying his technical know-how and his mastery of the Internet, he has helped to bring the NASG up to speed in terms of its on-line presence. Moreover, he does so in such a way as to increase the information resources available to NASGer's. Finally, I thoroughly enjoy his writing style. He is open and positive, offering his information and expertise to the reader freely and in a friendly and informative fashion.

If you are looking for ways to reach out to the larger model railroading community in general and to non-S scale manufacturers in particular, I suggest that you take advantage of Peter's expertise and approach. He is a real asset to the NASG and to the S scale community and in general and could be of real value in building the scale and making it more accessible and open to non-S-scalers.

Regards.

Paul Schilling
NASG Member

HOME LAYOUT VISITS

Our convention offers ten fine home layouts for attendees to visit. We have sold out the Friday bus tour to selected home layouts, but all the layouts are available for self-guided visits at scheduled times throughout the week. In addition to seven layouts running S scale and S hi-rail equipment, we have added two HO layouts and one N layout to the roster. Three of our layouts have been constructed by Master Model Railroaders.

Nearly all of the layouts will host a conventional open house, where you may drop by any time within the posted schedule. As mentioned last issue, we are also offering two formats of operating sessions. Whether you are an experienced operator or have never tried it, we encourage everyone to participate in this interesting facet of the hobby. The layout hosts will provide orientations of their layouts and they will team newcomers with more experienced operators. You must sign up **by August 1st** for the operating sessions. The hosts need to know what to plan for, and some sessions may have to be cancelled if there aren't enough sign-ups. For any session that you schedule, it's important you arrive on time so everyone can start together.

For complete descriptions of all the layouts, and a schedule for the types of visits available, see the convention web site www.smsgrains.org and click the link for **Home Layout Visits**. Transportation to the layouts is on your own, and we will provide a bulletin board at the registration desk to facilitate carpooling. For questions about the home layout visits, or to sign up for operating sessions, contact **Gaylord Gill** at gcgill@comcast.net or 248-444-6927.



Convention cars Michigan Alkali Co. tank car and Detroit & Mackinac boxcar parked next to a Pere Marquette Berkshire locomotive on Bob Stelmach's Red Pine & Oxville Railroad which is on the home layout tour. Photo by Brooks Stover.

MODEL CONTEST

We encourage model-building, and entry in the NASG model contest is a way to have your work recognized. The contest rules and entry forms are available at www.nasg.org. Click on the **NASG Convention** link and scroll down to **NASG Model Contest Materials**.

A related event called **Greeley's Place Contest** provides a specially-themed contest with separate judging. This year we're featuring structures made using **Monster Modelworks** products. You may either enter an already assembled model, or enter one you have worked on during the Make and Take clinic described on the next page. Full details are posted on the convention web site, www.smsgrains.org

CONVENTION • BLUE WATER EXPRESS

CLINICS

Clinics are an important part of NASG conventions, and we strive to present topics that will be both informative and useful to broad segments of S gaugers. Our clinic program continues to evolve. Following are descriptions of the clinics that were planned at press time:

Structure Make-and-Take Part 1 (Construction). This two-part clinic presented by **Ken Zieska** of the **Pines and Prairies S Scale Workshop** will walk you through the construction of an industrial flat structure. Made as a convention special by **Monster Modelworks**, the kits are available for purchase by clinic attendees. This clinic covers kit assembly.

Structure Make-and-Take Part 2 (Finishing and Details). In this clinic Ken will cover painting and detailing of your model. If you missed Part 1, you can still start assembly at this time.

Operations 101 This clinic, presented by **Dan Lewis**, is designed for the newcomer to operations, particularly Timetable and Train Order, which was most widely used in the steam and steam to diesel transition era. It addresses reading timetables, throttle management, how to determine train priority, switching protocols, communications, yard operations, passenger service and etiquette.

Operations 201 This clinic, also by **Dan Lewis**, is directed toward the host of an op session. In the first half, it addresses town, yards and stations, connecting to the larger world, industries and types of trains. In the second half, it addresses car forwarding, the ops jobs, balancing the schedule, and what operators may take for granted you as the host shouldn't.

Soldering techniques A short overview of soldering techniques and materials presented by **Glenn Guerra**.

Importing Brass Model Equipment A brief look at the evolution of **River Raisin Models** and the process of importing brass model locomotives and rolling stock, from inception to delivery, presented by **Dan Navarre**.

Locomotive Conversions (Bachman On30) This clinic will show the necessary procedures and available parts to convert Bachman On30 locomotives to S scale. Due to the flanges on these locomotives, scale operation is required unless the wheels are changed. Presented by **Bob Stelmach**.

Building Swing-nose Turnouts Subtitle: How to run American Flyer equipment on a scale layout. This clinic will describe how to use a **Fast Tracks** jig to help build swing-nose turnouts from scratch. Presented by **Bob Stelmach**.

The Fabulous American Flyer Streamliners Early American Flyer S gauge streamliner sets are considered by many to be among the most desirable ever made. The history, manufacturing variations, and collecting tips related to these fabulous streamliners will be covered in this clinic, presented by **Bob Bubeck**.

Modeling Water **Barry Hensel** gives a presentation on the various ways to model water on your layout.

Making S Scale Models with 3D Printers Some of our best modelers are using 3D printing to fabricate parts. It is especially useful in S scale because there has never been a big selection of 1/64 parts. **Bill Monaghan** presents a workshop covering the process from design to printing.

NASG National Convention

August 10-14, 2016

Day-by-Day Schedule

Tuesday, August 9

1 pm to 6 pm Open House at Dave Held's Port Huron & Northern layout.

Wednesday, August 10

9 am to 5 pm: Tour of Henry Ford Museum and optional tour of River Rouge Plant.

9 am to 12:45 pm: Tour of Norfolk Southern
or 12:45 to 5 pm: Training Center.

Noon to 2 pm: Ladies ice breaker luncheon.

1 pm to 5 pm: Dealer and portable layout set-up.

6 pm to 10 pm: Clinics

Thursday, August 11

9 am to 4 pm: Dealer and portable layout set-up.

9 am to 5 pm: Tour to Selfridge Air Museum and Stahl's Auto Museum.

9:30 am to 4:45 pm: Tour to Greenfield Village.

10 am to 6 pm: Clinics.

7 pm to 10 pm: After-dinner reception and Dealer Hall Grand Opening.

8:15 pm to 9:45 pm: Ladies' Bunco Party.

Friday, August 12

9 am to 3 pm: Tour to Frankenmuth.

9 am to 2:30 pm: Tour to selected home layouts.

10 am to 6 pm: Dealer Hall open.

10 am to 10 pm: Clinics.

7:30 pm to 9 pm: Ladies' Bingo Night.

Saturday, August 13

9 am to 3 pm: Dealer Hall open.

10 am to 3 pm: Clinics.

2 pm to 3:30 pm: Ladies' Ice Cream Social with live music. Pre-registration is requested.

3 pm to 5 pm: NASG General Meeting.

5:30 pm to 8 pm: Cocktail hour and banquet.

8 pm to 10 pm: Auction.

Note: Throughout the week, including Tuesday the 9th and Sunday the 14th, there will be opportunities to visit home layouts in the area. This will include not only the usual open house format but also operating sessions. Watch the SMSG web site for schedules and further information: <http://www.smsgtrains.org>

REGISTRATION: The 2016 NASG Convention registration form is available online at www.smsgtrains.org You can send your registration by mail to the address on the form or you can register at the convention.

THE CONVENTION HOTEL is the **NOVI SHERATON**, at 21111 Haggerty Road, Novi, Michigan 48375. Check in and registration starts Tuesday evening, August 9th. Special convention rates of \$109 per night extend through Tuesday, August 16th. For reservations by telephone contact John Frost at (248) 349-4897 and ask for the **2016 NASG Convention Rate**. Or you can also book your reservation online at www.starwoodmeeting.com/booksmg

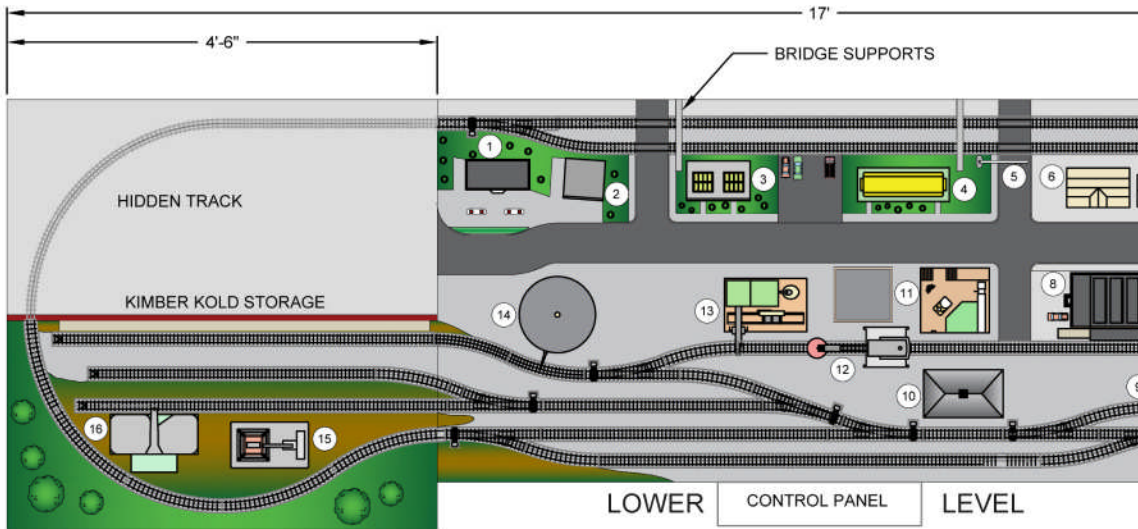
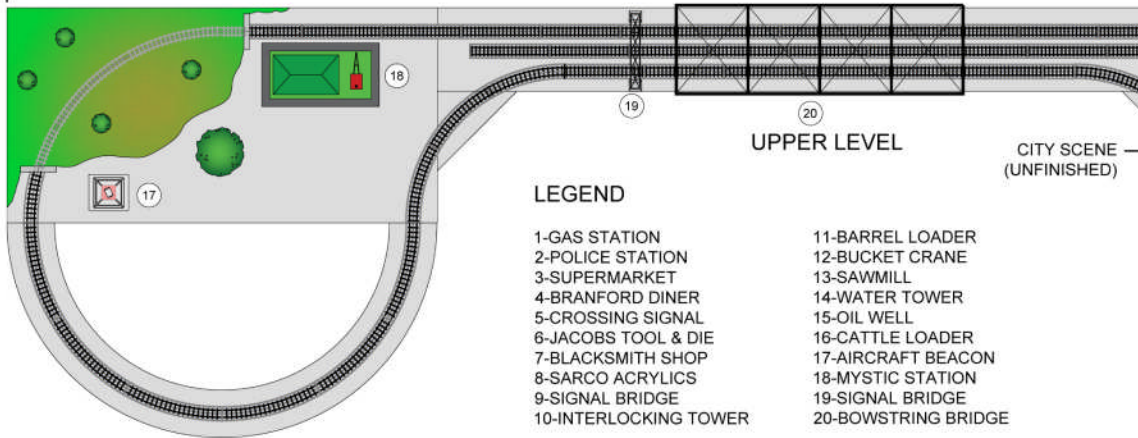
JOE KIMBER'S FIRST AM

**By Joe Kimber,
South Jersey S Gaugers**

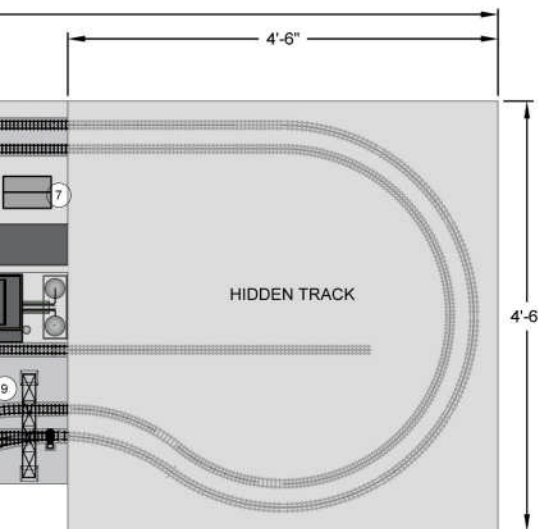
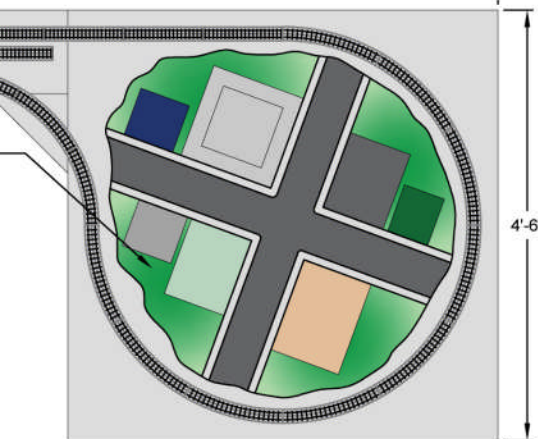
Unlike many American Flyer enthusiasts, I did not have an American Flyer train as a child. Sadly, I had a Lionel train. Most American Flyer people complain that all their friends had Lionel trains and the American Flyer guys felt left out. I was in the opposite situation. As child, most of my friends had large American Flyer sets. I always envied them the "scale" trains that ran on two rail track with many operating accessories. Like many people having Lionel trains, I decided to switch to HO scale, and for many years modeled that scale. However, I could never seem to remain in one house long enough to finish a layout. Many were started but none were finished.

In 1994 we purchased a house with a fair size dry basement and I began planning an HO layout. Over the years many locomotives and rolling stock had been purchased so I had a fair collection of HO equipment. Then, through a friend and local hobby shop owner, Chick Viggiano, I was persuaded to think about switching to S gauge. Chick showed me some of his American Flyer steam locomotives he had converted to DC can motors. I was amazed at the smooth slow speed operation. He had also installed decoders for digital operation and so I was sold. So in 1998 I began planning an S scale layout and acquiring American Flyer trains.

A year later a friend in Maine gave me his old American Flyer set consisting of a 290 locomotive and freight cars, and several accessories. The locomotive was in fair condition although it had a few blemishes and needed to be repainted. While this work was proceeding I began planning and building the layout you see here. I received several new accessories as presents from my wife, Judy. She has always been very supportive of my hobby and has given me several locomotives.



AMERICAN FLYER LAYOUT



I chose a **dog bone** shaped layout to fit the area I wanted to use. I wanted continuous running of at least two trains with independent loops, so I built two levels that are not connected. On the upper loop I ran a passenger train. The center track on the bridge was planned as a point-to-point trolley line, but was never completed. The lower loop was for freight trains and had a few sidings to allow for some switching and places for accessories. The layout included a barrel loader, saw mill, bucket crane, water tower, oil well, cattle loader and rotary aircraft beacon. The switches for these accessories were on the fascia to allow my grandchildren to operate them. Since I wanted dependable operation, the upper loop was all **S Helper** track. The lower loop was **American Models** track on cork roadbed. As time passed I acquired several new S Helper and American Models locomotives and rolling stock. Many of these were presents from my wife. I also purchased more American Flyer steamers, mostly basket cases that I could modify without feeling guilty. Eventually I stopped running the American Flyer rolling stock. I changed all the couplers on the AM and S Helper cars to Kadee model 802. I then decided to convert all motive power to DCC. As time goes on I find that I am becoming more interested in scale modeling.

I never finished this layout. I had plans to build a city on one end of the upper level using Bachmann HO scale city buildings. I barely started this when we moved. The layout you see here was my first attempt at American Flyer. I spent many happy evenings just watching the trains go round and round. There seemed to be something relaxing in the chug-chug of the American Flyer steamers for me. This layout has been gone since 2004. I now have a new layout and much more equipment, but I still look at the photos of my old layout with fond memories of a true toy train layout.

WEB SITE WORDS

By Peter Vanvliet, NASG Webmaster

Spam is Not Tasty Recently, the server that hosts our NASG web site improved the way they catch **spam** e-mails. Spam e-mail are those junk e-mails that try to sell you something, or get you to click on a link which will do some sort of harm financially or to your computer. What the web hosting company has done is a good thing, but this has caused a number of legitimate NASG e-mails to be flagged as spam. If you send an e-mail to one of the NASG e-mail addresses and receive an automated reply with something along the lines of your message "appears to be spam," just ignore it. I am now checking the NASG server once or twice a week and processing the hundreds of spam e-mail messages the server gets. I will find your legitimate e-mail and flag your e-mail address as being "whitelisted." Whitelisting means that e-mails from your address will be assumed to be legitimate from then on. Your e-mail will be on the server, so there is no need to re-send it.

Happy Shopping As of this writing, we have had 745 transactions using the NASG web site's online shopping cart. Thank you all for using that feature. I am glad that this is making your shopping experience more fun. I do, however, want to draw attention to one thing. In the **May/June 2015** issue of the **NASG Dispatch** (available online in PDF) I described how we have to handle the online financial transactions using my company's PayPal account. This is working perfectly. However, when you receive your bank or credit/debit card statement, the transaction will show **Fourth Ray Software** or something along those lines. Because the statement usually comes some time after the transaction actually happened, or your spouse is the one reviewing the transactions, there have been a couple of instances where people have disputed the charges. This causes a lot of issues for me, because PayPal then removes that transaction's funds from my account. There is a bunch of digital *paperwork* involved, both for the person filing the dispute and for me to resolve this. So, please, remember, as is stated on the NASG web site, that NASG online transactions are actually made via Fourth Ray Software, and the funds forwarded to the NASG Treasurer.

While on the topic of the online shopping cart. A number of people have renewed their membership online, paid for it, and then within a few minutes started a new transaction to buy one or more of the hard-goods items. This is fine, but PayPal charges a 50-cent fee per transaction in addition to the percentage. If you plan on purchasing several items and renewing your membership, please note that you can do it all in one transaction, saving the NASG 50 cents. When you add a renewal to the online shopping cart, it will take you to the **View Cart** page. However, from there you can click on the main **Store** page of the web site, and add the hard-good items you want to purchase. When you have added the items you would like to purchase to your shopping cart, you can then click on the **View Cart** button to see your total, which will show the renewal and the hard-goods in one transaction.


Recycling Paper is Good On April 1, 2016, NASG dues went up. Many of us are involved in S-scale clubs. Most of us have, or should have, NASG membership applications in our stack of hand-outs to give to visitors. I am a member of the Houston S Gaugers and we did a show in February. One person received a membership application, and subsequently is

now a new member of the NASG (cool!). However, what we found out was that we were handing out membership application forms that were many, many years old! Please recycle all of the old membership application forms you have in your club, and ask for new forms from the **NASG Promotions Committee**. You can download the PDF order from the web site at this address: <http://www.nasg.org/Clubs/index.htm#publications> or click on **Clubs**, and then **NASG Publications**. If you have a show coming up soon and you can't wait, you can download and print the new-member application in PDF form from the web site at this address: <http://www.nasg.org/Membership/NASGMembershipApplication.pdf> or click on **Membership** and then the **Join by Mail** (yellow button).

You've Got Mail! Although we had to go back to notifying members of impending membership expiration by US mail, please keep your e-mail address up-to-date by contacting our Membership Secretary membership@nasg.org so that he can contact you if he has any questions. Please note that you can tell him to not make the e-mail address available to other NASG members, if that is your preference. You can do the same via the **Members Only** section of the **Membership** page of the web site, where you can update your NASG profile.

Springtime is for Renewal While we are on the topic of renewals, I recently changed the web site so that if you try to renew online, it will now only present you with the actual number of years for which you can renew. NASG has a restriction of up to four years (see the NASG By-laws) of pre-payment, including the current year. Right before the dues increase of April 1, we got a large number of renewals, and many exceeded the four-year limit. The web site now looks at your membership expiration date and calculates the actual number of years for which you may renew at that moment. This will help both the member as well as Dick Kramer and myself.

On the Road Again Briefly let me review some of the recent changes made to the NASG web site. The **Product Gallery** has had a lot of structures and automobiles added since I introduced them in the last Dispatch. On the **Yahoo S-scale list** there was a discussion about what kinds of S-scale trucks (the kind under freight cars, not the kind on the highways) have been made over the years. I kept those e-mails, and in March I had some free time to add a new section to the **Product Gallery** about all of the S-scale trucks that have been made. When I made that available, a lot of people responded and provided me with a lot more data, photos, and leads. As of this writing there are 84 entries! Who knew S-scale has that many trucks?! Like the other Product Gallery sections, it lists ones that are currently available, ones that were produced many decades ago, and a good number for which we have no photos. If you have more information and you can take photos of a truck for which we don't have a photo (or we have one that is of poor quality), feel free to contact me, webmaster@nasg.org. This has been a fun and educational project!

A Facelift? The next major project for the NASG web site is to redesign the home page and to better organize the data. I have reviewed my high-level ideas with president Bill Winans. Once I have something to show, I'll pass it by the BOT for their review. After that it would be made public. No promises as to an exact date, but that is my next focus. **Web site tidbit:** we have 4,600 photos on the site! 

NASG AT THE WGH ON TOUR

By Greg Klein, NASG Promotions Chair

The **World's Greatest Hobby on Tour** is part of the program sponsored by the model railroad industry to encourage entry into model railroading as a family hobby. Since the premier 2004-2005 season, this series of more than 55 shows has visited more than 20 states. It has returned to some markets three to four times; usually once every 5 to 7 years. Paid attendance almost always exceeds 20,000. With the 2016 attendances recorded, 10 shows saw more than 25,000, 13 more than 30,000 and two topped 40,000.

The 2016 schedule included five markets, all in the central United States. The shows continue to have some 60% of their attendees as individuals and families that have never been to a train show before; with most considering entering model railroading as a hobby.

The **National Association of S Gaugers** again contracted for 10-foot by 20-foot booths filled with an operating layout and a large representation of the products that are available for S model railroading. The sample products shown included 22 locomotives (18 Scale/1 Narrow Gauge/6 Hi-Rail), 77 freight cars (47 Scale/6 Narrow Gauge/24 Hi-Rail), 24 Passenger Cars (13 Scale/11 Hi-Rail), samples of Scale and Hi-Rail track systems, more than 20 structures and scenic accessories, and more than 35 vehicles including automobiles, trucks, construction equipment and agricultural equipment.

Attendees are provided literature on S model railroading and catalogs for American Flyer, American Models and MTH S Gauge. Beyond just simple questions, the staff of the booth often has extensive conversations with attendees; helping S model railroaders find various items that they are looking for, orienting those entering S with the world of S, helping those returning to S after a long absence, encouraging entry into S and encouraging selecting model railroading as a hobby.

In addition to the NASG, all shows have a large booth from **Lionel** that included **American Flyer**, often immediately adjacent to the NASG booth. A large booth by MTH Electric Trains with MTH S Gauge was sometimes adjacent to the NASG booth. During the 2016 series other exhibitors with S products available have numbered from five to nine per show. Also there were local clubs with S layouts at two of the shows.

The **NASG National Shows Coordinator** from the Promotions Committee, **Will Holt**, took the lead on all four of the shows in which the association had a booth. Over the course of the tour schedule, well over 1,000 catalogs and other literature were distributed to attendees. Almost 50 NASG membership applications were distributed and at a minimum one new member joined our ranks.

First on the 2016 schedule was Indianapolis, Indiana on January 9-10. The show was in one of the exhibit buildings at the Indiana State Fairgrounds. In spite of bad weather, 25,411 were in attendance. Assisting **Will Holt** with the booth were NASG members **Paul Alldredge** and **Kim Borgman** along with **Kelly Holt**. The **Miami Valley S Gaugers** made the extra effort to bring their Hi-Rail layout for the Indianapolis show. Thank you **Michael Minter** and the other members of Miami Valley for making the journey to help promote S gauge model railroading. Some 27 S model railroaders were provided with answers to questions they had regarding product availability

and the like; two individuals indicated to the booth staff that they were entering S while seven indicated that they were coming back to S; 19 individuals and families showed serious interest in coming into S; and assistance was provided to seven attendees interested in model railroading.

One week later the venue was the Schaumburg Convention Center in the northwest Chicago suburb of Schaumburg, Illinois. Over the two days of the show, January 16-17, 32,533 attendees passed through the exhibits. NASG members **Richard Ciesla, Edward Davis, Ed Goldin** and **David Koch** assisted. The **Chicagoland Association of S Gaugers** set up a 19' x 39' modular layout that had a crowd around it all weekend. Thank you to CASG for their participation. The statistics for extended conversations with attendees were the best since we began recording contacts; 50 S model railroaders, 18 attendees indicated that they would be entering S, 15 are returning to S, 29 left willing to give serious consideration to S as their scale of choice and 18 were helped with general questions about model railroading. This is a total of 130 contacts.

Moving into February, the St. Paul River Center hosted the next stop on the tour, February 6-7. Although a very cold weekend in St. Paul, Minnesota, 31,202 attended on Saturday and Sunday. Local members of the NASG and members of the **Pines and Prairies S Scale Workshop** staffing the booth were **Ron Kemp, Ted Larsen, Tom Lennon, Christine Poppe, Ben Trousdale** and **Ken Zieska**. Attendees to this show entered the exhibit hall from the second level of the convention center by using an escalator or walking down a flight of stairs. The NASG booth was in the rotunda area directly across from the stairs and, as such, was the first model railroading booth that attendees saw (see photos on the next page). Discussions were held with 16 S model railroaders, four attendees entering S, four returning to S, and 26 considering S with 36 discussions about model railroading in general.

Unfortunately, the NASG had to drop out of the San Antonio, Texas tour stop since there were no NASG members in the area willing to coordinate or assist with staffing the booth.

The final weekend of the tour, March 5-6, was at the American Royal Complex on the north side of Kansas City, Missouri. This venue saw 21,951 visit the show. Roy Inman assisted with the booth along with members of the Kansas City S Gaugers stopping by to help when they could be spared from helping with the club layout on display at the show. Thank you to the KCSG for their participation. Some 25 S model railroaders had questions answered, two attendees indicated that they were entering S, three indicated they were returning to S and 14 left the booth willing to give serious consideration to S as their choice of scale. Of the attendees, 27 had general questions about model railroading answered.

Again, the greatest disappointment concerning the NASG participation in these shows is the extremely poor support for them from the NASG membership. Of the 55 members contacted by e-mail to volunteer for staffing the NASG booth, only 12 responded positively. The large majority of those who did not respond positively did not even respond in any form. The more NASG members assisting with staffing the NASG booths, the more effective the booths can be in growing the S model railroading population and the NASG membership.

Continued on the next page

WGH Tours – Continued



The 2017 show schedule will be announced during the summer. It is hoped that more NASG members will realize the value of promoting our segment of the model railroading hobby and step up during the 2017 season. The reality is that the more S gaugers there are, the more products will be available to us all. Help bring more individuals and families into S.

Next up for the NASG show schedule is the **National Train Show**. This major national show will be held the final weekend of the National Model Railroad Association's annual convention in Indianapolis, Indiana, July 8-10, 2016. NASG members are needed to staff the booth for these three show days when we can expect to somewhere around 20,000 attendees. 🚂



Greg Klein is one of the unsung heroes of the NASG. He has earned a **Trustees' Award** for his management of the **Promotions Committee**. He and his committee members attend many large train shows to promote the scale and the NASG at their own expense. Budget constraints have forced him and his staff to come up with new ways to get things done. The Promotions Committee is also in charge of the NASG Club banner program. Beyond the

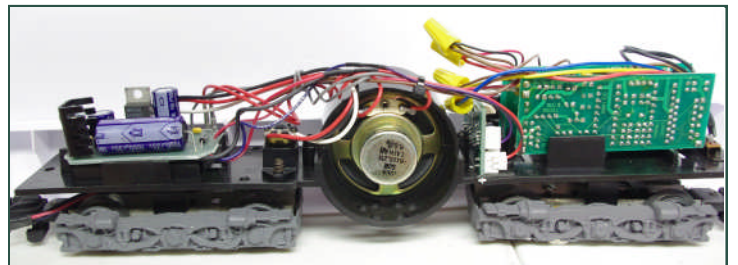
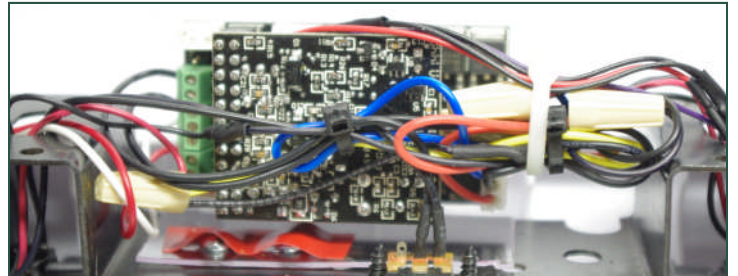
train shows, Greg and **Will Holt** have been responsible for the occasional S scale magazine supplement and the **Railroad Model Craftsman** inside front cover ad page. They have turned that ad page from being a financial burden to the NASG into a self-supporting enterprise. Greg does a lot of the advertiser coordination as well as billing and accounting, and has managed to weather the demise of Carstens Publications and the return of the magazine by White River Productions for the benefit of our advertisers. — *Bill Winans* 🚂

PRODUCT REVIEW

ELECTRIC RAILROAD SOUND CONVERTER By Ray Puls, Badgerland S Gaugers

I am hooked on the running of trains with *wireless control*, and many of you know that I utilize the **TMCC/Legacy** system to run my trains. A company called **The Electric Railroad Co.** has developed a new gadget for the wireless crowd called the **Sound Converter**. I have purchased some of these to use with my upgraded Flyonel passenger sets. The first installation went into the Santa Fe set. This set had previously been converted to TMCC using a motor driver board called the *Cruise Lite*. The motor driver board is installed in the A-unit replacing the electronic E-unit which was used to control the direction of the train. After converting this set to TMCC, I was not totally satisfied with having to switch between controlling the engine and the conventional Railsounds in the B-unit.

Enter a new product from The Electric Railroad Co., the **Sound Converter Board**. I was following a thread on the O Gauge Forum where I saw mention of this new product. After a few inquiries I contacted ERR to find out more about it. I have contacted the folks at Electric Railroad several times with questions and always found them to be very helpful. When I called, Ken was the man who helped me. Not being familiar with S gauge he referred me to **Carl Tuveson** who is a *Guru* in S gauge. After a short time talking with these two gentlemen, I decided to purchase several of the sound converters.

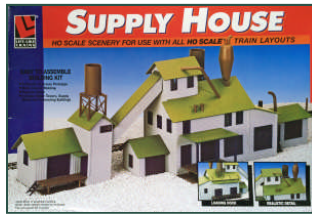


The converters arrived a few days later, and it was time to try one in the Santa Fe PA set. I removed the shells from the A-unit and the B-unit and looked for a place to install the Sound Converter board. I was surprised at how little room was available, but I eventually found a location for it in the B-unit. When doing the installation I found that it is necessary to remove the wires that pick up power from the track on the B-unit. The installation and connecting of the wiring was not very difficult, but after completion, which included installing a 3-plug installation between the A and B-units, I tried the sound. All was well except the sounds from the horn and the bell were reversed. One more call to Carl Tuveson and that problem was solved. I recommend ERR products to anyone in model railroading. The sound makes the hobby that much more enjoyable. Visit their web site www.electricrr.com 🚂

HARTLAND MILL AND ELEVATOR

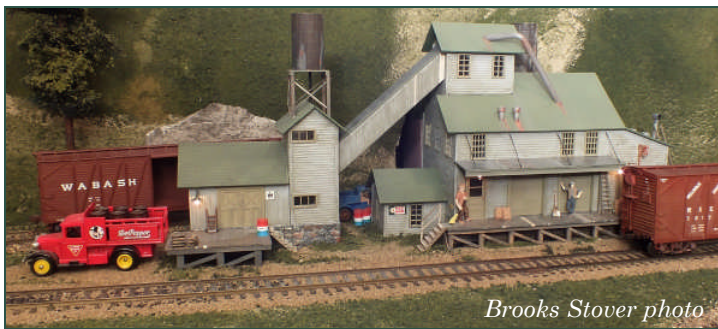
Converting an HO scale structure for use in S scale • By Robert Stelmach with photos by Brooks Stover

I bought the HO scale **Supply House** kit by **Life-Like Trains** (right) many years ago thinking it looked a lot like a Fine Scale Miniatures kit that I had admired for a long time. Now that I had a space to put it on my **Red Pine & Oxville RR** layout, I decided that the time was right to try to adapt it to S scale. The structure had to fit in a designated space so some of the kit had to be eliminated and other parts had to be moved. The finished elevator complex fits neatly in the space and is served by both rail and by truck (below). This article and its photos describe how the adaptation was accomplished.



Brooks Stover Photo

Once the building was assembled the interior was painted black so light wouldn't shine through the plastic. New loading docks were assembled using plastic for supports and decking from the kit (above). Lighting usually makes quite a statement, so one interior and three exterior 12-volt light bulbs were installed and are powered by a 9-volt transformer. Lowering the voltage dims the light and gives the bulbs a longer life (below). The buildings were then assembled on a base of .060" styrene plastic. Mounting the structure on a base allows for it to be moved to another location or removed for further detailing. The ground was detailed with ground foam and miscellaneous parts and junk.



Brooks Stover photo

Most of the doors had to be changed to 3/16 scale and the foundation had to be lifted (below). The parts were painted with spray cans before assembly. No airbrushes were used or abused in the painting of this structure. Automotive gray primer was used on the walls, the windows were painted with tan camo paint while still on the sprues. The roof was painted with green camo paint after the building was assembled by masking the rest of the building to protect it from overspray.



Bob Stelmach photo

The foundation was covered with **Plastruct** rock sheeting and painted by hand with acrylics. (below).



Bob Stelmach photo



Brooks Stover photo

I didn't like the dust collector provided with the kit so two **Central Valley Model Works** units were used. Weathering was done with brushes and acrylics to give the facility a well used look (below). *Bob Stelmach photo.*



While this doesn't come close to a Fine Scale Miniatures diorama, my Hartland Mill and Elevator Company will now be able to serve the community and ship products to the rest of the country by rail.



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**. Ads will run for three consecutive issues unless told to stop.

WANTED: 1/64th truck models. ERTL promo labels for grocery, hardware, gasoline tankers, Hartoy, LLEDO gas trucks, Road Champs, Ralstoy, Winross. All new or used. D. Griebel, PO Box 6602, Sherwood, AR 72124. Phone 501-541-4508.

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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 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 or call 717-497-5606.

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.

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FOR SALE Lionel began manufacture of American Flyer in 1979 and some consists were identified as Historic American Railroad (HAR) sets. The first train was HAR 1 (PA/PB/PA) Baltimore & Ohio Alco 8153, (8154), 8155 with 5 freight cars and caboose, \$500. Next was HAR 2 GP-7 Boston & Maine 8350 with 4 freight cars and caboose, \$750. HAR 3 was a GP-9 Southern 8458 with 5 freight cars and caboose, \$350. HAR 4 was a GP-9 New York Central 8552 with 5 freight cars and caboose, \$325. HAR 5 was a Southern Pacific GP-9 (4) 8000 with 5 freight cars and a caboose, \$355. Please add \$30 for shipping. Don Wall at 254-772-6777, 203 Trailwood Drive, Waco, TX 76712-3128. dewall@grandecom.net

FOR SALE OR SWAP: SHS cars. All are new or mint in the box w/ AF couplers and both wheelsets. \$35 each or \$30 each for more than one, plus shipping of your choice. **NYC offset hopper** in red #4 #01118 (#861784), **New Haven PS-2** #00080 (#117093). **Maine Central PS-2** #00030 (#2492), **CNJ PS-2** #00018 (#751). Also at same price, two **International Harvester USRA twin hoppers** from the three-car set in original box #01184 set A (#201, #572.) **D&H panelside hopper** set, NIB, \$100 OBRO. #00494 NWX road number #3759. Mint in box, no run time. \$40 and shipping or swap. Contact jacekahn@hotmail.com or call 507-696-7700.

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FOR SALE American Flyer Electromagnetic Crane #583, \$135. American Flyer Directronic Rectifier #15 \$25. plus postage. Robert Hartzell, 1960 Linden Lane, Whitehall, PA 18052. Cell phone 610-570-7121.

FOR SALE House of Trains S gauge wood 42 ft. reefer kit. Kit includes metal accessories. Early 1950s manufacture. Have 4 kits for \$20 each. Call 718-343-5875 after 7 pm EDT.

MONSANTO TANK CAR

We have extra run cars from the **Fall S Fest 2015**. The car is the Monsanto

Chemical Tank Car produced by Lionel as AF 6-41025. It is available only as Hi-Rail. The car may be obtained from the AFGSLA for **\$95⁰⁰**, which includes shipping and handling. Make check payable to **AFGSLA** and send to: MOE BERK, 39 GRAELER DR., ST. LOUIS, MO 63146-4938



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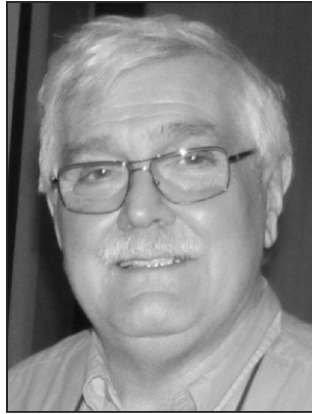
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MUSINGS FROM THE BEACH

By Monte Heppe,
NASG Executive Vice President

I just got back home from the **Coastal Carolina Trainfest** held on April 23rd and 24th. Our local club, in conjunction with five other clubs and the **Wilmington Railroad Museum** host the show in what used to be an Atlantic Coastline warehouse. **NASG** was one of the show sponsors (I donated the money for this) as it would give me an opportunity to talk to people about **S gauge**.



The fest was aimed at non-model railroaders to introduce more people to the hobby. I had my portable S scale layout there with an NASG banner. I gave four talks on the hobby, and was able to get in plenty of plugs for S scale. I had a number of conversations with individuals just getting into the hobby and may have convinced a number of them to consider S. I also met one person who is already in S. He just retired and moved to New Bern, North Carolina and was looking for fellow S modelers. He specifically asked me how to join NASG. He will be joining. He also said that he had found two other S mod-

elers that lived near him and he was sure that they would also join. We will have to wait and see what the results are, but this show was a great opportunity to extol the virtues of S to both modelers and non-modelers.

This was the first attempt to host a major train show in the Wilmington North Carolina area. Preliminary reports seem to indicate that it was a success and hopefully they will do it again next year. 🚂



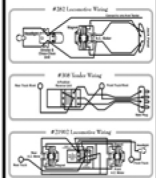
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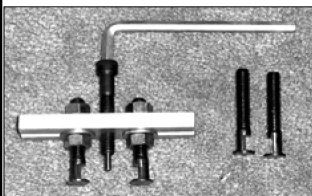
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CONVERT A LIONEL FLAT TO S SCALE

By Edwin C. Kirstatter, Northern Ohio S Scalers

If you can pick up a Lionel O gauge UP 9020 yellow plastic or similar flatcar you can convert it to S scale appearance and operation with a little work or super detail it with a lot of work. As it measures 41'9" long by 11' wide in S scale. The length is OK to use in S but you will have to narrow it. You may want to remove the lettering to paint and letter it with your own railroad name. These models are hot stamped and the lettering is imbedded in the plastic so it will have to be filled in. This car resembles the USRA 55 ton design of 1919 that is 42 feet long and 10' 2" wide over the stake pockets.



To get this ready to convert to S scale we first remove the trucks and couplers. Next nip off the cast-on sill steps and grab irons from sides and ends and finish with files and sandpaper. I noticed that Lionel has a small logo on each side at left, this should be removed also. This plastic is soft and easy to work with. The car is too wide, so take one cut right down the middle of the body using a veneer blade or use a bandsaw and take one cut. Sand and file these parts for a good fit then glue them back together. This will give you a car that is about 10 1/2 scale feet wide. After this dries, mill off the plastic deck and hand file the overhanging part and replace it with Northeastern 3/64" x 3/32" wood strips as planking. Put the bolsters and center sill in at this time to give more gluing surface for the planks. Plug the incorrectly placed stake holes with 1/16" plastic rod. Drill for others in the correct locations later but don't put planking over these stake pockets. The planks can stop at sides of car or extend out to outer sides of the stake pockets. All of the under frame details will go away with the deck milling. This is good if you want to build up your own detailed under frame with all of its brake parts piped and adding a complete brake system with chain, levers and rodding. **The Grandt Line 4057 AB Brake set** would be a good choice to use, it's made of plastic or other sets made of metal for added weight.



To do a minimally detailed car do not mill off the deck and on the underframe mount bolsters 7/8" back from inside of each end sill with a center sill between them. Drill the 1/4" square bolsters at center for your truck mounting screws beforehand. I used the **ACE Bettendorf type trucks** mounted with #4 x 3/8" flathead screws which I predrilled with a #45 drill. A pad is required to mount the Kadee coupler box. This may be .060" thick plastic drilled with a #58 drill for two or three of the short self-threading screws they furnish. The end sills will have to be notched out to mount the Kadee pockets. Check the coupler height with an NASG or Kadee gauge and adjust with

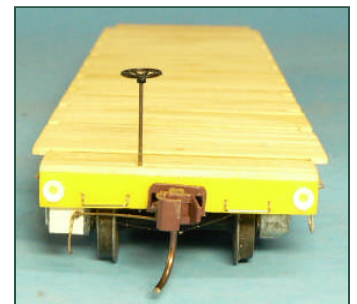


washers cemented on the bolsters. Other under frame parts to add would be the cross bearers located at each stake pocket. These can be made from wood or plastic shapes or scrap pieces of rail for added weight. And put corner braces at ends made from Evergreen Scale Models #262 .080" channel stock. Super glue was used for all construction.

Now do the final detailing, the grab irons, sill steps and other parts. First add poling pockets on ends of the end sills made from 1/8" plastic tubing. Cut short pieces, and cement them on. When dry file them down to look good then drill with a #35 to give the concave look to them. Use Northeastern or Tichy preformed grabs and drill all holes for them with a #80 drill. Put two grabs on each end sill and one each at sides near corners replacing those cast-on ones you removed. Sill steps can be made from reshaped common paper staples bent to be 12" scale width an AAR minimum. Drill holes up into bottom of sides below the grab irons and force them in.

Put cut levers on your model if you desire this extra detail that many models do not have. Use #26 gauge .016" brass wire for these and make the bottom operated type. First bend a loop to fit around one of the Kadee mounting screws. This will go forward to near the uncoupling pin. Then bend to left to go through a **Detail Associated #2206 Eye Bolt** mounted on a plastic plate cemented under end sill at left. Bend the wire down to make the Brakeman's lifting handle. Cut it off 12 to 15 inches below this pivot point. This is an AAR rule.

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To finish its detailing we need a hand brake wheel on a staff placed at the B end which is the one that the brake cylinder points toward. I used an SHS plastic wheel mounted on a .025" wire for its staff. This would be about 3 feet above the deck. Another small detail to add is the tack board on sides of car near where the car number would be found. Make this from .015" plastic sheet to measure 6" x 10".

To ready the car for paint and decals you will have to fill the stamped lettering with modelers' putty and sand smooth. Spray on a primer then place **Archer Surface Details rivets** at ends of replacement grab irons, the poling pockets and any others that got lost while preparing model. I hand paint my wood decks with **Grimy Black** to represent Creosote soaked wood planking. This will now be an AAR Class FM flat car, an ordinary car for general service with a capacity of 50 or 55 tons.

It will be a very light weight model so you should look for a heavy load to put on it. Drill holes in the stake pockets to place wood stakes into or bands to hold your loads in place. Large machinery under tarps made from blocks of wood covered with tissue may be an easy load to build and also add some needed weight to bring it near to five ounces which is close to the NMRA Recommended weight for an S scale car of this size. 

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- Traditional Model Railroad Clinics



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 or Contact Roy Meissner (262) 538-4325, rmeissner@wi.rr.com

TO ENTERTAIN, EDUCATE OR BOTH

By Gil Hulin, Eugene, Oregon

Many S clubs have portable layouts that they take and display at public events. Some are a single board, while most consist of several sections. The multiple unit layouts can have a fixed design that must be assembled in the same pattern every time, or they can have interchangeable (modular) interfaces that allow for a different shape and size at nearly every show. Most portable display layouts have at least a single loop to allow continuous operation of at least one train. More, however, have a double track loop around the perimeter to allow twice as many trains to run at once.


It is the operation of trains on these layouts that we address here. Are the manifest freights and streamliners in continual motion throughout their display hours, except for occasional replacement by other trains to reduce wear and tear on locomotives? This may be the mechanical equivalent of wiggling a string in front of a kitten, afraid that the audience will wander off if the motion ceases. Are there any clubs that schedule way freights onto the mainline, allowing them to set out and pick up cars from spurs serving trackside industries? Club members can explain such prototype actions to the viewers — “the local is picking up a load of stoves and ovens, while leaving an empty boxcar for tomorrow’s load” — suggesting a difference between *model railroading* and tail-chasing train operation.

And there is no reason why club members must do all of the work. Pick out a couple of children or teens from the audience, designate them as engineer and brakeman, hand the engineer a walk-around throttle and let them make the set-out or pick-up. If plenty of youth migrate to the layout wanting their turn, let each crew take one or two non-stop laps around the track-

age after their set-out/pick-up is completed, and then pick a different crew for the next switching manouever. Many clubs say that they encourage youth and want new members, but then slap any fingers that reach through the barbed wire enclosure. True, there is a big difference between a five-year-old grabber and a bright 10-year-old who knows the difference between a Conrail caboose and an Amtrak clocker.

Way freight operation with youth crews needs to be pre-planned with a well-running, but not necessarily highly detailed engine selected. The train could start from a yard, station or other mainline point with four cars, labeled on the side or roof as cars A, B, C, and D. These will be the set-outs. Spotted in advance will be four other pick-up cars labeled W, X, Y and Z, on trailing sidings or spurs. I suggest that switchlists be prepared in advance, listing all cars to be set out and picked up during a given run. Two versions, probably on different colors of paper, would be needed for runs setting out cars A-D or W-Z. If not already done, each siding or spur where exchanges take place will need to be named. One copy of the switchlist is given to the brakeman at the start. Another may be given to the engineer as a souvenir when he returns the throttle.

Freight cars could be as simple as eight identical boxcars, each painted in a solid bright color with no markings other than the A-B-Y-Z letters. But how will that relate to what the child sees running past his hometown station? Probably modern cars (no 40-foot cattle cars) lettered for current class 1 railroads are needed to link the real world to the model world.

Does your club already have any such hands-on routine for public shows? Are there adjustments that you would make to the above proposal? 

BOOK REPORT

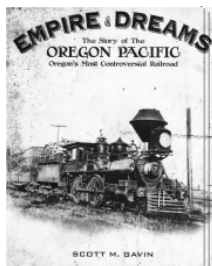
The Yaquina Pacific Railroad Historical Society announces the publication of the second edition of **EMPIRE of DREAMS**. This book is a good read for anyone wanting to model an historic railroad.

Author **Scott Gavin** spent more than 30 years researching this fascinating story of Oregon’s Most Controversial Railroad.

Belittled by the Portland press, enduring a constant struggle to raise capital, bad weather, a national economic downturn, a negatively influenced legislature, no Federal Grants, and some mismanagement of funds, **Col. T. E. Hogg** and his companies attempted to cross the state of Oregon from west to east to relieve shippers of the inflated costs of moving wheat and other products to market and passengers to the coast.

With 400 pages, 37 chapters, more than 280 photos and maps, locomotive and station rosters, and reprints of newspaper articles, this softbound book is a must for railfans, historians and all readers interested in the early ways of men and machines of the Oregon Pacific Railroad.

To purchase a copy go to www.yaquinapacificrr.org



EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

DETAILED BACKDROP, “Making a realistic background is easier than ever” according to S gauge modeler **V. S. Roseman** in the **May 2016** issue of **Classic Toy Trains**. Roseman uses his S gauge layout to illustrate easy ways to make backdrops.

NEW FLYER HOPPERS for 1946 is the subject of an article, also in the **May 2016** issue of **CTT**. Written by NASG member **Ted Hamler**, the three pages are illustrated with five pictures and talk about American Flyer’s 1946 line of S gauge trains.

BUILDING THE PORT HURON & NORTHERN RAILROAD is a six-page article in the **May 2016 nmra magazine** by Dave Held of the **Southeastern Michigan S Gaugers**. It tells the story of Dave’s interest in model railroading and the building of this layout. This layout will be part of the tour at the NASG National Convention in Novi, Michigan, August 10-14.

EASY WALL SIGNS with image transfer, while not specific to S scale, is an excellent article published in the **July 2016** issue of **Model Railroader**. Author **Jeff Goldenberg** describes how to produce wall signs for model structures. Computer skills required.

The **Columbus (Ohio) Dispatch** has reported that **YIELD** signs at hundreds of railroad crossings in Ohio will be replaced with **STOP** signs in an effort to increase safety.

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.

July 9-10, 2016 — Timonium, Maryland

The **BALTIMORE AREA AMERICAN FLYER CLUB** will display their modular layout at the **GREAT SCALE MODEL TRAIN AND RAILROAD COLLECTORS SHOW** at the Maryland State Fairgrounds, 2200 York Road.

July 10, 2016 — Hudson, Massachusetts

O AND S SCALE TRAIN SHOW presented by the Metrowest Model Railroading Society at the Hudson Elk's Hall, 99 Park Street. Information at www.trainweb.org/metrowest

August 6-7, 2016 — Timonium, Maryland

The **BALTIMORE AREA AMERICAN FLYER CLUB** will display their modular layout at the **GREENBERG'S TRAIN & TOY SHOW** at the Maryland State Fairgrounds.

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

NASG ANNUAL CONVENTION at the Sheraton Novi Hotel, 21111 Haggerty Road, Novi, Michigan. Hosted by the **SOUTHEASTERN MICHIGAN S GAUGERS**. Information at www.smsgtrains.org/2016conv and page 14 of this Dispatch.

September 7-10, 2016 — Augusta, Maine

36th NATIONAL NARROW GAUGE CONVENTION Augusta Civic Center. Clinics, modular and home layouts, prototype tours, vendors. Information at www.nngc2016.org

September 11, 2016 — Wheaton, Illinois

The **GREAT MIDWEST TRAIN SHOW** at the Dupage County Fairgrounds, 2015 Manchester Road.

CHICAGOLAND ASSOCIATION OF S GAUGERS will display and operate their layout.

October 1-2, 2016 — Brunswick, Maryland

WASHINGTON & OLD DOMINION S GAUGE CLUB will display and run their layout at the **BRUNSWICK RAILROAD DAYS** at the American Legion Hall, 18 South Maple Avenue.

October 8-9, 2016 — Idaho Falls, Idaho

The **ROCKY MOUNTAIN HI-RAILERS** will display and run their **Lookout Junction** layout at **RAILSHOW 2016** in the Idaho Falls Recreation Center, 520 Memorial Drive. Information at www.ida.net/org/errhsi

October 9, 2016 — Altoona, Pennsylvania

SCALEFEST MODEL TRAIN SHOW sponsored by the **ALTO MODEL TRAIN MUSEUM ASSOCIATION** at the Blair County Convention Center, 1 Convention Center Drive. Information at www.altoonatrains.com

October 15-16, 2016 — Timonium, Maryland

The **BALTIMORE AREA AMERICAN FLYER CLUB** will display their modular layout at the **GREAT SCALE MODEL TRAIN AND RAILROAD COLLECTORS SHOW** at the Maryland State Fairgrounds, 2200 York Road.

October 16, 2016 — Pawtucket, Rhode Island

RHODE ISLAND MODEL TRAIN SHOW hosted by the **Little Rhody Division of NMRA**. Pawtucket Armory, 172 Exchange Street. Info pennywhistle@fullchannel.net

October 20-23, 2016 — Durham, North Carolina

TRACKS TO THE TRIANGLE, MER 2016 Fall Convention hosted by **Carolina Piedmont Division NMRA** at the Marriot, 4700 Guardian Dr. Information at www.mer2016.org

October 30, 2016 — Buffalo, New York

WESTERN NEW YORK S SCALE ASSOCIATION will display its layout at the **TTOS SHOW**, Leonard Post VFW, 2450 Walden Avenue, Cheektowaga, NY

November 4-6, 2016 — Oconomowoc, Wisconsin

FALL S FEST 2016 at the Olympia Resort & Conference Center. Special \$89 room rates, 262-369-4999. Table sales, clinics, contests, displays, layout tours. Contact Roy Meissner, 262-538-4325. Info at www.trainweb.org/bsg or via nasg.org

November 5-6, 2016 — Dayton, Ohio

The **MIAMI VALLEY S GAUGERS** will display their layout at the **NMRA Division 3 Train Show** in the Hara Arena. Information at <http://www.daytontrainshow.com>

NASG INFORMATION BOOTH

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

VOLUNTEERS WANTED

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

SCHEDULE OF SHOWS

July 8-10, 2016 — Indianapolis, Indiana
National Train Show
Indiana Convention Center and Lucas Oil Stadium

Dave Blum

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NASG SPECIAL 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.



2016 NASG American Flyer Commemorative Car is a CNW Flatcar loaded with pallets of plastic bonded refactories headed for a steel mill for the relining of the soaking pits, or some other industrial use. Manufactured by Lionel, road number 3516 for the 35th edition and the year 2016. **Price \$79.** Extra pallets can be had 4 for \$10, decorated or undecorated. **Order now for delivery in late November 2016.**



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**



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



2015 Convention Car Kansas City Southern PS2 Hopper car made for NASG by MTH. Available in two road numbers 286707 or 286815. Hi-Rail only for \$68



2012 Marathon Motors Boxcar. Road number 3112. **Price \$75**

TO ORDER THESE CARS

Make payment out to NASG and mail to:
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TO SHOP ONLINE

Go to <http://www.nasg.org/Store/index.php> and click on the **Add to Cart** button 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



END OF THE LINE



Photo by Bill Fraley

WALLACE E. J. COLLINS II (1923-2016)

by Dick Karnes, with assistance from: David S. Bulkin, Anne Marie Collins and William J. Fraley.

Wallace E. J. Collins II was born in Huntington, Suffolk County, New York on May 16, 1923. He graduated Fordham Prep (1940), Fordham College (1944), and Fordham Law School (1946). Wally soon landed a position in a Manhattan law firm. He married Aldona Barr on May 1, 1954, after which the couple moved into a Brooklyn, New York apartment. Aldona knew that Wally wanted a model railroad, so for their first Christmas together, she bought him an American Flyer Atlantic freight set with a loop of track. After their two sons Wallace III and Kevin came along, they moved out of the city. In 1959 they bought a homesite in Oradell, New Jersey, and built a ranch house with a large basement.

I first met Wally in 1960 at a gathering of S gauge model railroaders in the basement of a Manhattan synagogue. This first **North East S Gaugers Association** (NESGA) miniconvention was pulled together from the small list of subscribers to the brand new **S Gauge Herald** by editor/publisher David S. Bulkin. It was the beginning of a gradual rebirth of S scale model railroading. At the time, Wally seemed like just another model enthusiast.

David, a college freshman, had been producing monthly issues of the Herald on the synagogue's mimeograph machine. In 1961 his father, the synagogue's custodian, discovered what David was doing with his employer's property, and had a fit. That's when David appealed for help and Wally stepped in. Wally invited David to his Manhattan law office to discuss the Herald situation. Wally saw the S Gauge Herald as the glue that kept the S gauge community alive. The result of that meeting was that Wally would take over as Herald publisher, leaving the editing to David. Wally volunteered his secretary Evelyn to do the typing, paste-up, printing, and mailing.

When David's college studies made it impossible for him to continue editing the Herald, he and Wally leaned hard on an initially unwilling Frank Titman and convinced him to become Herald editor. Frank, Wally, and Evelyn kept up publication until the last Herald issue in 1978.

During this time, Frank designed Wally's Midland Pacific layout. But then along came daughter Anne Marie, so building the layout had to wait a while. In 1964 Wally left his law firm to become Vice President, Secretary, and Chief Counsel of North American Philips Corp., a subsidiary of Dutch Philips. In 1964, North American Philips' annual sales were around \$5 million; when Wally retired in 1988, sales had passed \$5 billion!


Coincidentally, the **National Association of S Gaugers** was founded in Chicago in 1960; the Herald reserved a couple of pages in each issue for NASG news. Meanwhile, the NESGA continued to hold yearly S conventions. Wally appeared at every one of these along with Frank Titman and other S scale activists. As time went on, the NASG took over the convention role on a national basis, and the NASG's newsletter, the **Dispatch**, became robust enough for the Herald to cease publication. As it turns out, the Herald never made a dime; it had been subsidized for 17 years by Wally.

I visited Wally many times in Oradell, New Jersey during holidays and vacations while I attended Cornell University. I continued to touch base with him both by mail (yes, before the Internet) and at NASG conventions. After Wally's beloved Aldona died in May 1985, his life began to change. Wally retired in 1988, he was elected to the Oradell Borough Council and was also named Police Commissioner, positions he held for the next nine years. Wally said that this explains why he made such slow progress on his model railroad. He continued to come to several NASG conventions, including the one in Baltimore in 2007 — his last one. Unfortunately, Wally's eyesight began to fail. He eventually dismantled his layout, sold the Oradell house, and moved in with his daughter Anne Marie in Deer Park, Illinois.

Per Anne Marie: "It was Thanksgiving of 2004 when he came to visit us and on the Sunday after, Pop was wanting to help my husband hang Christmas lights up on a ladder (which was freaking my husband out, since Pop was already 80 at the time) and then asked if he could go along on a trail ride with me and my oldest daughter Erin, who was 8 years old at the time. Unfortunately while out on the trail ride, his heart slowed and he passed out. That was when they determined he needed a pacemaker. He later told me he had been feeling 'fuzzy' that day and thought keeping active would help."

"Pop sold our Oradell home in 2009 and moved in with us in Deer Park, Illinois. He lived with us for about 18 months before deciding to move into assisted living, at the Garlands in Barrington, Illinois. His eyesight was failing badly, and our house had many levels of stairs, etc. One of the greatest joys for him in his new home was a really cool model railroad table that someone had made for him — he showed it off to everyone in the complex!

"Pop had a stroke on March 16, 2012. He somewhat recovered from that in the first 6 to 12 months, but apparently had a series of additional, smaller strokes that gradually took the rest of his sight and most of his hearing. The past few years he still enjoyed listening to music, especially classical music, and his favorite foods were still mashed potatoes and ice cream truly comfort foods!"

Wallace E. J. Collins II died peacefully on Wednesday, March 23, 2016 at the age of 92. 

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New Membership Dues Rates

As of April 1, 2016, the yearly membership dues are as follows:

\$18.00 One-time 6-month Trial Membership

\$30.00 Regular

\$40.00 Family

\$50.00 Contributing

\$50.00 Non-personal (Club, Business, etc.)

You can now **renew your membership online.**

Go to the web site www.nasg.org and click on membership.

Under the heading **NASG Membership Renewal** click on renew and pay online. Enter your name and member number and follow the instructions. Have your credit card ready.

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

NEW MEMBERS

From March 1 to April 30, 2016, the following people have joined the NASG. Welcome!

Thomas B. Barker Webster, New York
Edward J. Barry Union, New Jersey
Donald Burns Glenshaw, Pennsylvania
Star Carey Canyon Lake, Texas
Bill Clark Houston, Texas
Hank Graff Houston, Texas
Steve Harrington San Jose, California
Tom Jones Bonita Springs, Florida
Dr. Justin G.G. Kahn, Sr., Asheville, North Carolina
Robert Kestner Pittsburgh, Pennsylvania
Joe Leech West Chester, Ohio
Manfred Lesser London, Ontario, Canada

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George E. Wines Monrovia, Maryland
Dean Wittenberg Brookfield, Illinois
David L. Woodruff Lewisville, North Carolina
Frank N. Xedos South Lyon, Michigan

CONDUCTOR'S CLIPBOARD

Continued from page 2

will be added after page 32 to the Dispatch as it is posted to the the NASG web site. Go to www.nasg.org/Membership/forms/dispatchissues.php to read the articles listed below. This is available to members only after July 10th. You must have your member number ready to access these pages. *Bill Pyper, Editor*

READ THESE ARTICLES ON LINE at www.nasg.org

AF SHELL TANK CAR REMODEL

Editor Bill Pyper redecorates an American Flyer Shell tank car 33

RS LASER KITS PICKLE CAR PARTS

Illustrations of all the parts provided to build the Pickle Car 34

SLIDE INTO THE PAST

Jeff Madden found some slides showing S gaugers from the past 35

BADGERLAND AT MAD CITY

Badgerland S Gaugers run their layout at NMRA Mad City show 36

JIM STEED'S FLYER ACCESSORIES

Jim Steed has a nice collection of postwar American Flyer Accessories . 37

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

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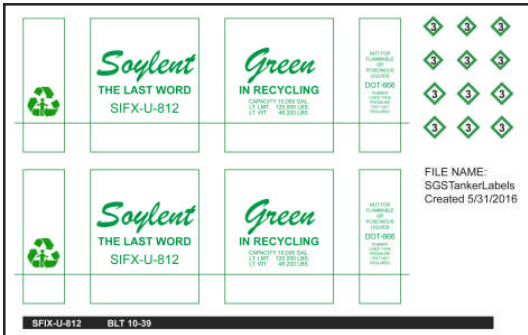
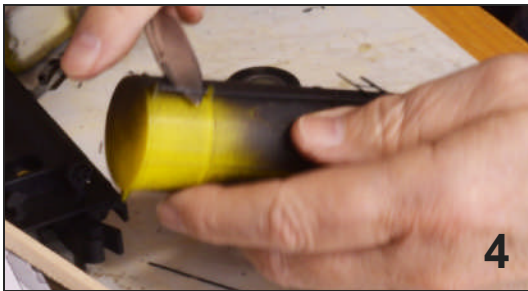
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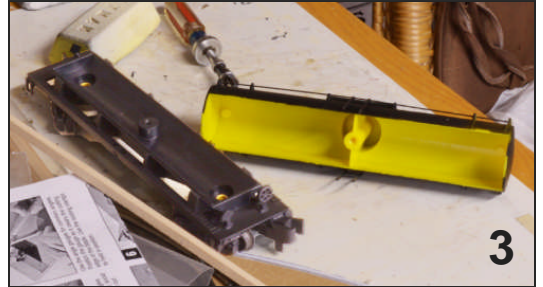


By Bill Pyper
Editor, NASG Dispatch

I am a true believer in the old saying "Waste not, want not." I often buy boxes of junk at swap meets to see what I can salvage. Left is an American Flyer Shell tankcar #24328, that was sold from 1962 to 1966. It was in a box of model railroad stuff that I bought last summer. According to Greenberg's Pocket Price Guide it is worth \$7.00. It was mechanically sound, but was cosmetically ratty. I could have easily cleaned it up and made some new decals to decorate it. The more I looked at it the less I liked it, so I decided to "remodel" it.

I have always liked the movie **Soylent Green**. Not because it is a great work of art; it isn't. It is one of those movies that a big star (Charleton Heston) makes to pay the rent. But I like the theme and philosophy behind it. Over the years I have decorated a few railcars with this theme.

I cleaned it up and gave it a coat of flat black primer to make the plastic look less shiny. Next I seperated the tank from the frame and carefully pried the handrail from the tank. I painted the whole tank green, but decided that I didn't like that, and repainted everything but the dome and walkway white. Using my awesome graphic arts skills I printed Soylent Green labels and railroad markings and attached them to the car and reassembled it. At some future date I plan to update the couplers.



Below: This 10,000 gallon tank car is now part of my Mendacity Canyon Railroad roster. Road number SIFX-U-812.

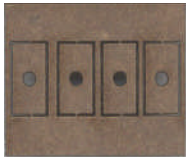
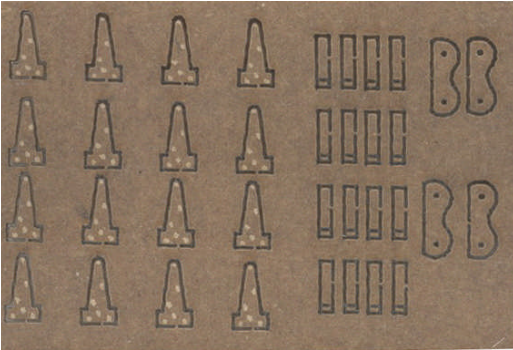
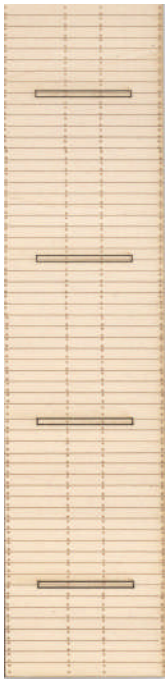
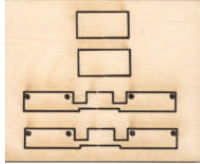
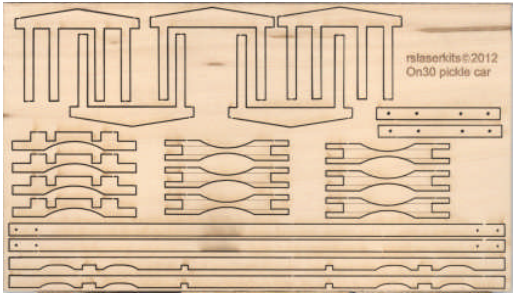
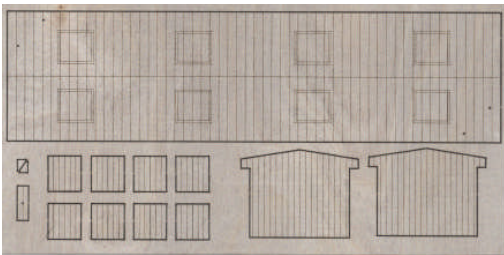
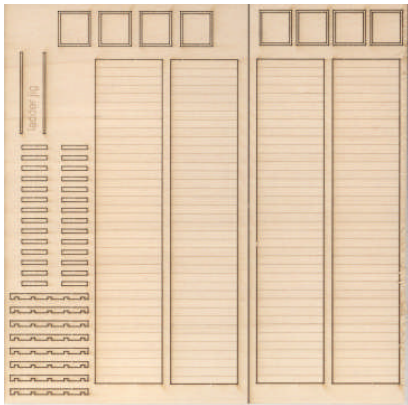
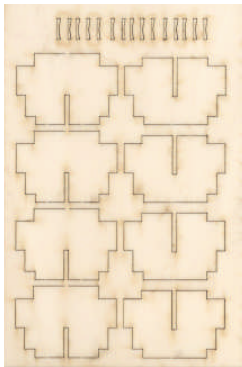
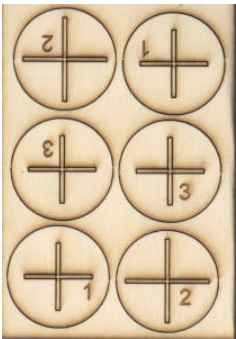


RS LASER KITS PICKLE CAR PARTS



These pictures illustrate the various components of the **RS Laser Kits** kit #1404. Pictures are reduced in size, except the small parts which are enlarged. Kits do not include couplers, trucks or decals.

This On3 pickle car was built by Ron Clot.



You can design your own custom laser kit to suit your layout. Contact Rich Shepard at richard@rslaserkits.com for how to submit your design and prices.

SLIDE INTO THE PAST

From Right - Barry Mertz, Frank Titman, Wally Collins, NB, NJ



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017292

By Jeff Madden
Editor Emeritus

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

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

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

16 Josh Seltzer JUL 92R01
S Scale - '92 NASG at Cleveland, OH



JUL. 15 1992

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+ 38 John Bortz 79C15
Layout



AUG 5 1979

009473

Left: John Bortz layout

Right: John Bortz layout Philadelphia Convention

+ 33 John Bortz 79C15
Layout - Philadelphia, Rail Con



AUG 5 - 1979

009469

+ 24 Reg Bilodeaux 79C15
Operating Machine Shop Display - Rail-Con



AUG 3 1979

009493

Left: Reg Bilodeaux Operating machine shop display Rail convention

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

Bill Krause & mod - Fairfield, CT at NB, NJ



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BADGERLAND AT MAD CITY

BADGERLAND S GAUGERS of southern Wisconsin, set up and ran their hi-rail layout at the **NMRA Mad City** show in Madison, Wisconsin.



MAD MEN on the left are: L-R, Ray Puls, Fred Vergenz and Jeff Madden. All photos by Jeff Madden,



Above: An American Hi-rail shovel-nose Zephyr passes a carnival on the Badgerland S Gaugers modular layout. The loco is owned by Don Goeke.

Below: A hit with the kids at the Mad City NMRA show was Ray Puls' custom built Thomas the Tank Train. It's shown here on the Badgerland modular layout.



Right: The **Children** were fascinated by the trains rushing around the track on a layout displayed and run by the local Madison S Gauge club called **S Gauge Wisconsin**.



Above: Don Goeke's American Flyer train is led by a Lionel AF GP-9 as it also passes the carnival.

Below: Showing off what's new! Kathy Pilon's C&O passenger train is headed up by a new Lionel AF Berkshire. It is shown here on Ron Schlicht's portable layout at the Mad City show.



The **MAD CITY** show is put on by the NMRA annually in Madison, Wisconsin.

To see more of the **Badgerland S Gaugers modular** layout go to the **FALL S FEST** in Oconomowoc, Wisconsin, on November 4-6, 2016. See the ad on page 25 for details.

JIM STEED'S FLYER ACCESSORIES

Jim Steed of Blairsville, Georgia has a large collection of postwar American Flyer accessories which he uses to decorate his 30 x 60 foot O-gauge layout. His layout is called The Great Georgia Central and Southern Railroad, as he's a native of Atlanta. The layout is 36 pieces of 4X8 plywood put together in a U formation. It has thirty five locomotives, 250 cars, 400 structures, 2,000 people and 1,800 automobiles, and a fifth of a mile of O gauge tubular track and fifty 0-72 switches. Jim's been doing this all his life, getting his first Lionel four-car set in 1946. The layouts never stopped. He built The Great Georgia over the last fifteen years in retirement in Blairsville. Both TM Video and OGR Video have filmed the layout, as well as being in CTT and OGR magazines. While most of the layout is original post war Lionel, He likes to acquire other makes that he likes and will fit in well. There are accessories, not only American Flyer, but including Lionel, Marx, K-Line and Plasticville. "Most of the layout is Lionel, but when I see an accessory that appeals to me, I buy it and put it on the layout."



AF #771 Cattle pen and loader.



AF Central of Georgia boxcar No. 981.



American Flyer School House #50.

AF #759
Lonely crossbuck warning traffic of the approaching train headed to Lionelville.



AF #758A
Over on the mainline sits the ever dependable Sam the Semaphore Man.



My dad worked for the Coca-Cola Company, so it is appropriate to have a Coca Cola Bottling Plant on the layout.

