

THE DISPATCH



NOVEMBER-DECEMBER 2016

BILL'S BOILER WASH

I hope everyone is ready for the holiday season. This year it has come up way too fast for me!

November is a time to take stock of what we have and appreciate our friends, family and our good fortune. We are lucky to be in a country where we aren't being bombed by our own government. We are lucky that we generally have enough to eat, a good place to sleep and enough time left on our hands to have fun with our trains. This might be an "interesting" time in history, but we are fortunate to live here and now.

November 30th marks the end of the nomination period for next year's election. Offices up for election are the President, Treasurer, and all the regional Vice Presidents. Please get your nomination to Jamie Bothwell before then. A sample form is on the website, but all you really need to do is send Jamie the person's name, address, phone number, email and a short (less than 200 words) bio giving the person's qualifications.



Make sure that the person being nominated is willing and able to serve! You can nominate yourself, too.

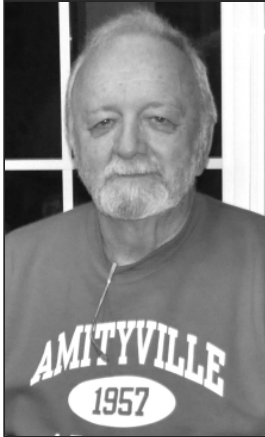
I made it to the convention in Novi. This was not a foregone conclusion as I have been fighting some health issues. I have to apologize to all those I did not get to see while I was there. I just did not have the energy to stay up all night!

Speaking of all nighters, Peter Vanvliet, our Webmaster, put in a 24-hour marathon stint to get the new look web site up for all of us to admire. He has been working on it for a good part of this year and it has several new features. Please take the time to familiarize yourself with the new format and what is contained within the web site. It is the most comprehensive source for S scale information available. Just the same, there is always room for improvement and more information. Please send Peter anything you have that can enhance the site, including photos of your layout, rolling stock for the galleries, and information about persons who have had influence over our hobby, etc.

I hope everyone has a wonderful holiday season and a peaceful, prosperous, happy and healthy New Year! 🍷

Bill Winans

CONDUCTOR'S CLIPBOARD



Not long after I started this adventure as Editor of The Dispatch, Bill Winans suggested, and I agreed, that we should move the publication dates back one month to better line up with the various holidays. We did that partially in the hope that advertisers would take advantage of the two-month time between publication and the Christmas holiday to offer their wares to the NASG membership to use as gifts. No such luck.

Since the **Holiday Edition** of the Dispatch now includes Veterans' Day, Thanksgiving, the Winter Solstice,

Hanukkah, Christmas, Kwanza and New Years Eve and Day, I decided to see if I could find any connection between all these special days and model trains. Nope. Christmas is the only holiday that uses toy trains as part of the festivities.

All this searching for a connection to railroading with other holidays got me thinking that as the holiday season fast approaches, many people will enjoy one of the most noticeable traditions at the dinner table — a roast turkey. Turkeys have been the main course for Thanksgiving and Christmas feasts in the United States for a very long time. They serve as a very recognizable symbol of family togetherness and prosperity during this special time of the year.

Thinking of turkeys and family agitated my tired old brain and reminded me that in the mid-to-late 1960s my young family and I lived in Lancaster, California. Lancaster was a town of

(at that time) 35,000, in the high desert, about 65 miles north of Los Angeles. The economy of this area, also known as the Antelope Valley, was mostly driven by the aerospace industry at Edwards Air Force Base and the various aircraft companies located at Palmdale Airport. However, there was also a large agricultural presence, growing alfalfa and . . . turkeys.

The turkeys were raised at about a half-dozen locations far enough out of town so that the smell didn't offend the citizens. But right in the center of town, which was bisected by the Southern Pacific Railroad, was a very large building simply known to the locals as "the Turkey Growers." In this building, some of the turkeys were slaughtered, plucked and frozen to be shipped out on the railroad in refrigerator cars.

Please turn to Turkeys by Train on page 5

BOOSTER ADS: In years past The NASG published an annual directory issue. That issue also included what were called booster ads. These were ads purchased by individual members, clubs and companies to financially help support the NASG. In an effort to revive this practice I invited several previous advertisers to buy Booster Ads in the Holiday Edition. These ads are on page 18. I am hopeful that we can make it a holiday tradition to publish Booster Ads in the Holiday issue. I will print a reminder next summer. — *Bill Pyper, Editor*

Typo! On page 17 of the September-October 2016 issue of The Dispatch we misspelled the name of **Nigel Bowyer**, omitting the y. We make every effort to insure that all names published in this magazine are spelled correctly. Unfortunately an occasional error occurs.



NASG DISPATCH

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The Membership Year is determined
by the date that one enrolls, guarantee-
ing 6 issues, starting with the next issue.
All applications, renewals and member-
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NASG Membership Secretary

Dick Kramer

P. O. Box 268, Middlebury, CT 06762

e-mail: nasgmem@comcast.net

ADDRESS CHANGES

Should be reported to Dick Kramer
at the addresses above.

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Joe Kimber . . . *Draftsman/Contributor*

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Monte Heppe, Ed Kirstatter,

Jim Martin, Lee McCarty,

Gregg Mummert, Ray Nase,

Bob Nicholson, Preston Pierce,

Peter Vanvliet, Ken Zieska.

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

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

THE DISPATCH MANIFEST

Volume 40, Number 6, November-December 2016

COVER photo. Dressed in its holiday garb, an American Flyer Docksider pops
out of the tunnel and around the village smithy in this scene on the Mummerts'
Christmas layout. See the entire story and more pictures on page 16.

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NASG Web Site

<http://www.nasg.org>

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

S PRODUCTS

Scenery Unlimited offers American Flyer Christmas Specials

Celebrate this Christmas with Santa dashing in his sled, like you see on the side of this boxcar.

This car has die-cast metal trucks, operating couplers, a metal frame and opening doors. It is 8³/₄" long and will run on a minimum curve of S-36.

#47974 **Christmas Boxcar \$62.99**



Mrs. Claus has been up to her wonderful baking again and here comes a beautifully decorated cylindrical hopper car with more of those sweet ingredients.

This car has die-cast metal scale wheels and trucks and operating couplers. Removable knuckle styler couplers adaptable to scale couplers (not included). Separately applied metal details. Runs on a minimum S-36 curve.

#48664 **Cylindrical Hopper \$75.99**



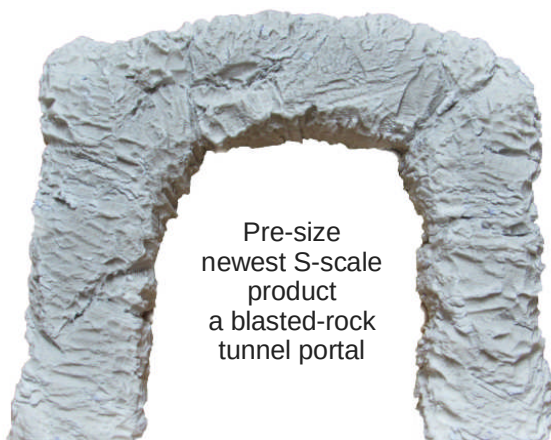
This lighted passenger station is a great place to stay warm in the winter while waiting for the train. Interior lighting, frosted windows. 10" x 7¹/₄" x 4¹/₄"

#49979 **Winter Station \$75.99**

Any of these Christmas items can be had by calling **Scenery Unlimited** at (708) 366-7763 or e-mail info@sceneryunlimited.net



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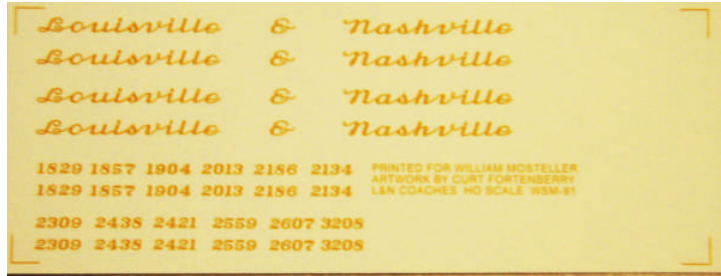


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S PRODUCTS

New Decals Available



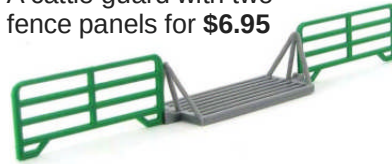
Bill Mosteller e-mailed us to announce "I am pleased to announce that my line of decals continues to expand:"

Louisville and Nashville lightweight passenger coach decals, in dulux gold, are available in S-scale. The sheet includes L&N road names and a dozen pairs of canned road numbers from which any valid car number can be assembled. Each sheet does one car. Artwork by Curt Fortenberry. Dealers' inquiries welcome." Order set #135 from Bill Mosteller, Great Decals!, 3306 Parkside Terrace, Fairfax, VA 22031 for \$3.49 each. Virginia residents please include sales tax. See the web site, www.greatdecals.com for all their products.

DIECAST DIRECT INCORPORATED

is offering four new pieces of farm equipment in 1/64 scale.

A cattle guard with two fence panels for **\$6.95**



Two livestock troughs for **\$6.95**
Cattle not included



Hay Feeder **\$6.95** for two
Cattle not included



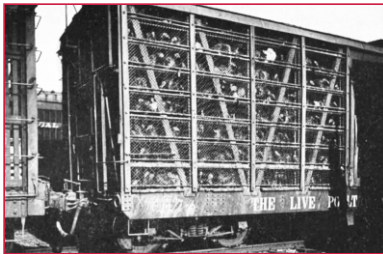
Animals Not Included



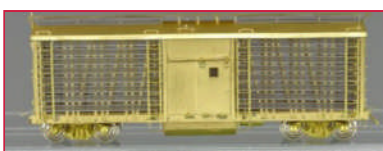
Small animal shelter
\$6.95 for two

order from www.DiecastDirect.com

TURKEYS BY TRAIN



Turkeys, chickens, ducks and even pigeons are shipped on shelves that run the length of the car. The birds are shipped in cages that are slid onto the shelves. They could be fed and watered enroute.



Overland Models made a well detailed brass HO poultry car. I have not been able to find any evidence of any S-gauge cars.

Continued from page 2

But not all of the poor ugly birds were processed on site. Some of the gobblers were shipped out alive in poultry cars to other processors.

In the past, the railroads were relied on to transport all sorts of livestock. But, transporting turkeys and other poultry via rail posed many problems. Poultry was usually shipped in coops without proper food or water. The loading and unloading of the birds resulted in too many arriving injured or dead.

Because of the problems transporting turkeys via rail in the mid 1800s, some eastern farmers opted to drive their turkeys to market, like the cattle drives of the old west. This inefficient method resulted in many lost birds, which unlike cattle, could simply fly away. Turkey drives were a common practice in many parts of the country.

William Jenkins, a freight agent for the Erie Railroad, helped revolutionize the transportation of poultry by rail. Jenkins and James Streeter, a poultry dealer from Muncie, Indiana, invented a live poultry car that provided for the feeding and watering of birds enroute

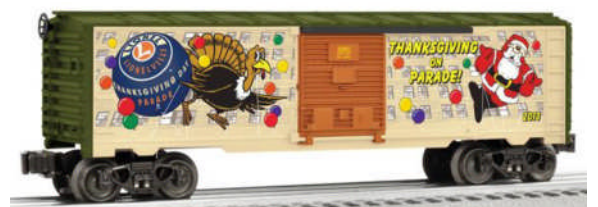
Continued on page 10



Lionel offered this O-27 Poultry Car briefly.



Lionel showed these two O-27 boxcars in their 2013 catalog, trying to sell a Thanksgiving theme. They could be converted to S-gauge, but not scale.



MUSINGS FROM THE BEACH

What's So Great About NASG Conventions?

By Monte Heppe, NASG Executive Vice President

As I write this, I'm just about ready to leave for our 2016 Convention in Novi, Michigan. I always look forward to this annual event. I know there will be interesting tours and clinics and great models to see in the contest room. As an officer, I will be involved in planning the future of NASG. As much as I enjoy these activities, best of all is the opportunity visit with friends from around the country and meet new friends.

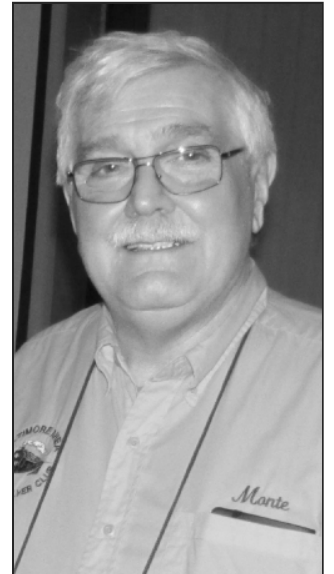
I consider conventions and other meetings one of the best benefits of the model railroad organizations I belong to. In all of these organizations, a rather small proportion of the membership attends these functions. I understand that for many, the costs can be prohibitive. While I almost always make it to the NASG convention, I have to pick and choose among the other events, as I could not afford the time or the money to attend all of them.

Interacting with other modelers has greatly expanded my enjoyment of the hobby. I have been active in the hobby for many years, and I still learn new things at every convention. It may be from the clinics, or something I saw on a tour, or just picked up in conversations. Almost every modeler that I meet has an interesting story to tell. It's also nice to be able to share with others the things that I have learned along the way.

It is possible to learn many modeling techniques from books and magazines. I subscribe to many hobby magazines and have an extensive library, but there is nothing like interacting with individuals who have tried all these things and hearing their tips and cautions. Plus, it's a lot more fun than staying at home and stewing over exactly how to do something.

If it is at all possible for you to attend one of these conventions or events (especially the NASG National Convention), I urge you to do so. It will greatly expand your enjoyment and knowledge of the hobby and you will to meet a lot of interesting people.

In closing, just about everything at our conventions is great. If you see me at one of these events, please say hi and let me know what you enjoy about NASG and what we can do to make it even better. ~~RRR~~



EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

BROOKS STOVER has won the **RMC/Dremel Kitbashing Award** by remodeling an American Models wood-side caboose. The result of Brooks' effort can be seen on pages 90 through 93 of the **September 2016 Railroad Model Craftsman**.

The **September 2016 nmra magazine** has announced on page 52 that Sn3 modeler **Jerry Wilson** has earned **MMR #557**.

Page 12 of the **October 2016 CLASSIC TOY TRAINS** features a nice half-page picture from **Mike Ciecierski's** vintage **American Flyer** 8 x 15 foot layout.

The same **October 2016 CCT** has a **COLLECTIBLE CLASSICS** feature by **Roger Carp** titled **AMERICAN FLYER'S NO. 24419 CANADIAN NATIONAL REFRIGERATOR CAR**. The title is misleading, as the story deals more with the problems involved in choosing which prototype cars to reproduce and the problems marketing them.

NASG member **Roger Nulton** has published an article in the **October 2016** edition of **RAILROAD MODEL CRAFTSMAN** entitled **RECYCLING AN OLD TRESTLE MODEL**. The eight pages and 14 photos detail how he rebuilt an old trestle.

AN S GAUGE 45-TON LOGGING DIESEL by NASG member and frequent Dispatch contributor **R. Brooks Stover**, **MMR** is on four pages of the **Sept/Oct 2016 NARROW GAUGE AND SHORT LINE GAZETTE** with 11 of Brooks' excellent photos.

Russell M. Mobley Memorial Library Magazine Resources

3/16 "S"cale Railroading

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

Mainline Modeler 1980 - 1997

Model Railroader 1937 - 1961

NASG Dispatch • S Gauge Herald

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MODELING A HEAVY FLATCAR LOAD



By Edwin C. Kirstatter, Northern Ohio S Scalpers

This piece of heavy machinery was shipped from the Ajax Manufacturing Co. in Cleveland, Ohio on a four-truck flat car NKP 2904 with a 250 ton capacity. The approximate weight for this load was 100 tons. This machine is shipped lying on its back. When in operation it sits on its base, which is on the left side in this picture. While being shipped it does not have its flywheel in place, the missing part from the opening in center of this machine.

Photographer and date unknown.

You can build this to put on your SouthWind Models flatcar of this type or other S flat car by American Models, Rex Engineering, the S Helper Service 53' GSC car or the American Flyer 46 foot car and make a smaller version of this Press.

A picture of this appeared in the Railway Prototype Cyclopaedia Volume 20 on page 47 (above) that caught my eye as a possible load that would be interesting to model in S. I made it from plastics so it wouldn't add much weight like the real one did. Many other loads on prototype cars are in that issue of the RP CYC. We only have this one photo to work from and no known dimensions but we know the length and width of the car it is laying on, 44' long by 10' wide at 4' above the rails and we can guessimate from that. The Alco diesel switcher locomotive coupled to it with maybe a six-foot tall man standing on it will give a height measurement. Make a working sketch to build a model from and fill in the needed dimensions. Some dimensions used were to fit the plastics I had on hand. The picture shows heavy wood cribbing around its base on the flatcar. We don't know what the other side looks like, we can make it a mirror image or freelance it with the operators hand

wheels and an access door, maybe more pieces from our scrap box. We can turn on our *Imagineering* here. The left end, out of sight, is the base to be bolted to a floor and not much there to model except the base plate and bolt holes.

To build this gather up plastics from Evergreen Scale Models and Plastruct and parts from your scrap box for detailing items. That fan looking thing on the near side was made from a piece sawn from a plastic adding machine tape spool, good enough! It might have been a clutch on this press with a strap around it? Make the cylinder at right, which will be at top of press when in place and in use, it could be made from plastic tubing but instead I used a desiccator found in a medicine bottle with some details added to it, as a short cut!

You will need four identical sides made of sheet plastic of .040" and .090" thicknesses. Begin by making a cardboard template of the sides. Use this to lay-out how to cut the four plastic side pieces and make the cutouts in them and mark where detailing parts are to be attached.

Continued on the next page

A. C. Gilbert's

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A HEAVY FLATCAR LOAD

To form the beading at the top edge and bolting plate at bottom use Evergreen Scale Models #155 .060" x 100" bar of plastic bent to this contour, it will have to be heated. Cement spacers from square tubing between the pairs then put caps on their tops using thin .005" material, held on with rubber bands while cement sets. Trim them after the glue dries. Put the right and left ends onto these and add its details and the cylinder to it. The clutch operating piston device on the front side was made of sprues left from plastic kits. Run a pipe to its back end. Some other pipes and conduits show in the picture; use Evergreen #218 .020" Rod for these. There are only a few rivets or bolts needed on this model. They can be put on using Archer Surface Details or Tichy #8017 .020" rivets. The only brass part on this model is the long handle in middle of the front. What looks like grabirons on the top end were made from Tichy #1104 Phosphor Bronze .025" wire, simulate all of the details you can see in the photo and *imagineer* the back side with any parts you might have in your scrap box.

Glue all parts together with plastic cement and Super Glue. Check the flatness of the side that will lie on the car and sand it flat. Fasten completed model load to a flat car with screws from below centered on the car and put Northeastern Bass wood 4" x 8"s (1/16"x 1/8") for the timbers around its base to restrain it as it lies on the car after painting. Use Tichy #8142 Nut-Bolt-Washers to bolt these to the car deck. It was heavy enough and not too high so no Tie-downs were needed. But add them anyway for interest at the four corners to the flatcar's stake pockets nearby using .010" black iron wire. Chalk blocks were added also to the ends cribbing.

It is difficult to make multiple parts the same to make a model of this big steel casting so putty any gaps between parts and sand smooth before painting. Paint the model with Rust-Oleum 2081 a Light Grey primer or the Machinery Gray color the manufactures used on their products. This project used up many parts in my scrap box!

A wood crate of spare parts may be put on one end of deck or on another flatcar or maybe in a boxcar to follow along? This car did need careful handling while in transit on the railroads because of its large size and heavy loading.

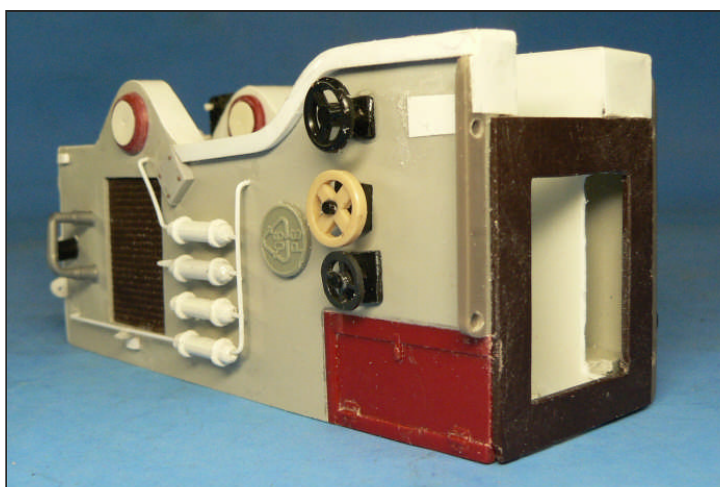
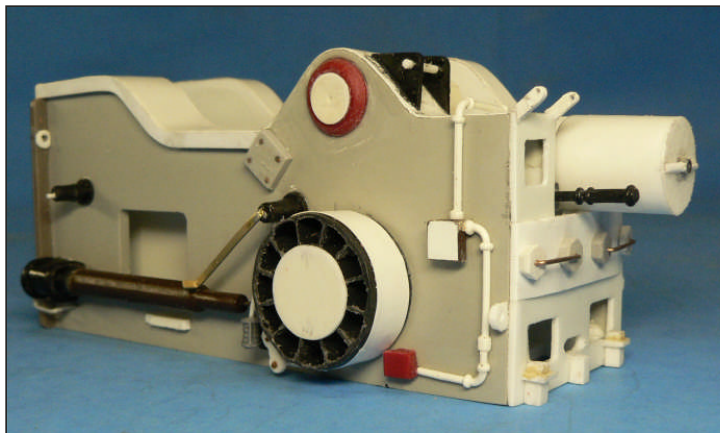
The flatcar model I used was a Rex Engineering 42 foot scale version of their cast metal cars painted and lettered for the Wheeling and Lake Erie an Ohio road. No other details were added to this flatcar model except the brake wheel and staff, AB brakes and tack boards. Kadee 808 couplers were used with their trip pins darkened and then the height was checked with an NASG gauge. No scraping off of the cast on grabirons to replace with wire ones! Paint it with Scalecoat II S2010 Black and then letter it with scraps from used HO decal sets. The trucks under this car are also from Rex Engineering; the equalized Bettendorf type with the axles blackened and scale wheels regauged to NASG standards. This load only added 2 ounces to this 8 ounce model. 🚚

References:

Railway Prototype Cyclopedia Volume 20, RP CYC Publishing Co. 2010 <http://rpcycpub.com>

Official Railway Equipment Register, ORER October 1955.

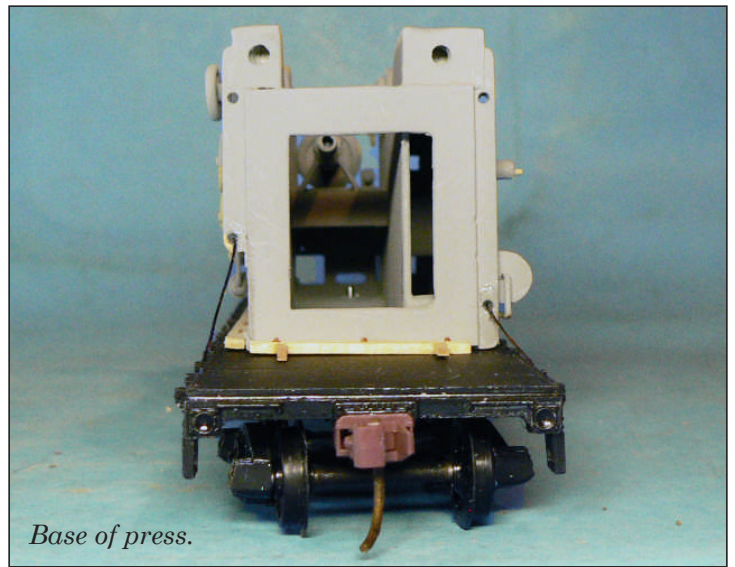
AAR Rules Governing the Loading of Commodities on Open Top Cars, 1945 issue.



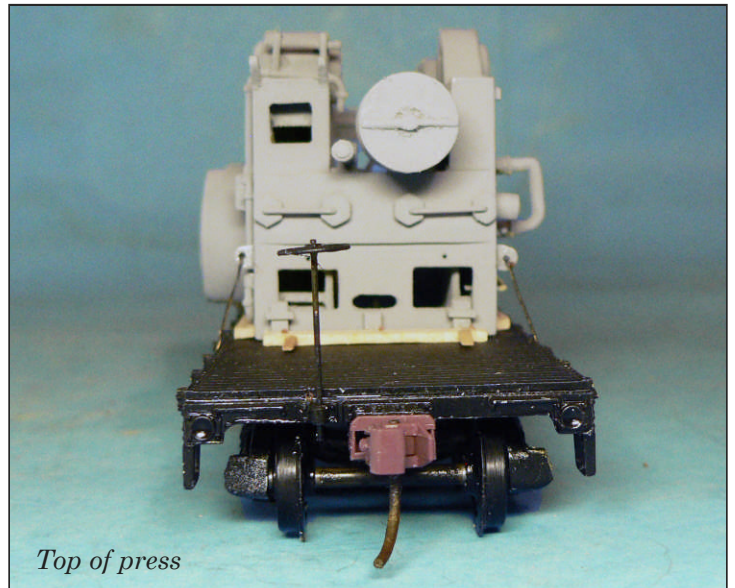
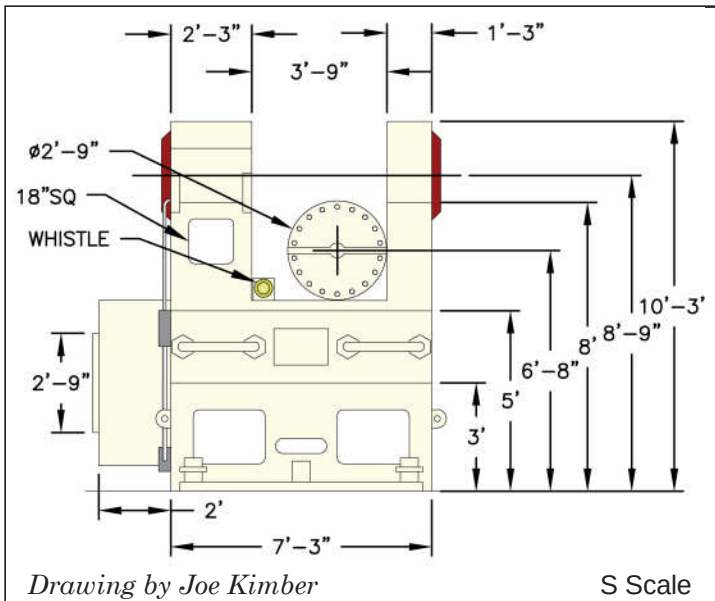
All photographs by Ed Kirstatter

Prototype History: The press had a shipping weight of approximately 100 tons. Ajax Manufacturing Co. built forging and cold drawing equipment for the cold-heading industry. In 1982 Ajax introduced the first direct air-operated friction clutch, allowing forging machines to produce harder alloys using hotter stock, resulting in significantly increased production. High speed forging presses were continually improved and Ajax presses, forging rolls, and forging machines were sold and used worldwide. 🚂

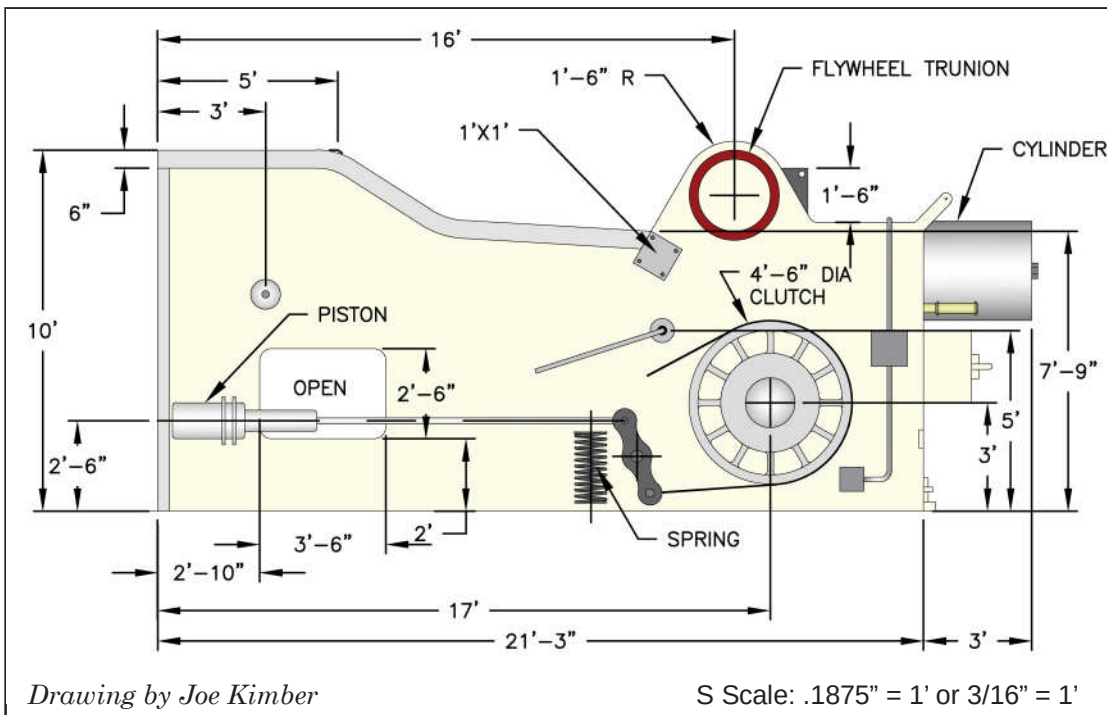
The Flatcar: NKP 2904 was a single 44'-4", 250-ton flat car built in the railroad's Frankfort, Indiana car shops in July 1954. The car was equipped with Westinghouse AB-schedule air brakes (two sets), A.A.R. Type E swivel-butt, bottom-operating couplers, 1/2" Cor-Ten steel-plate flooring, Universal Multi-Power hand brakes (two sets), and cast-steel, integral-journal trucks with 7" x 14" journals and 33" multiple-wear, wrought-steel wheels. The car was designed to negotiate a curve of 26 degrees (220' radius). 🚂



Base of press.



Top of press



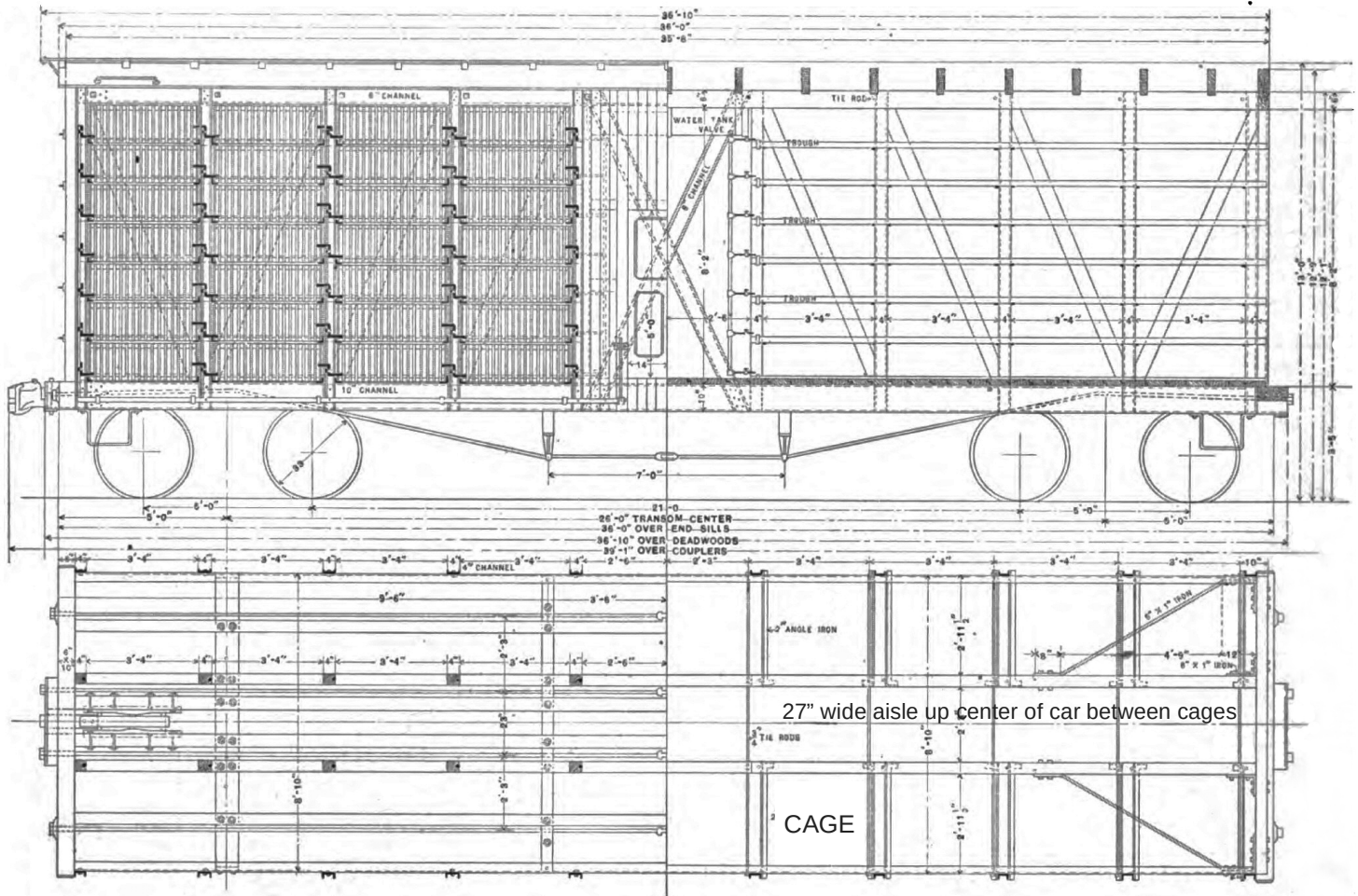
Ed Kirstatter is a prolific model builder, remodeler, kit-basher, and best of all, he is a frequent contributor to this magazine. Ed is also the editor of the NOSS NEWS, the newsletter for the Northern Ohio S Scalpers. 🚂

BUILD A TURKEY HAULER

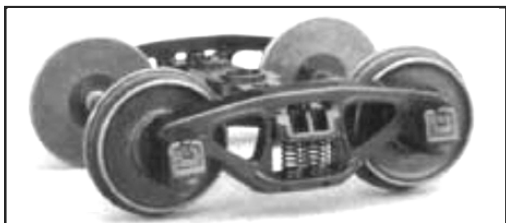
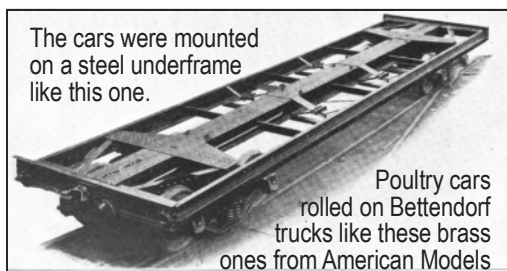
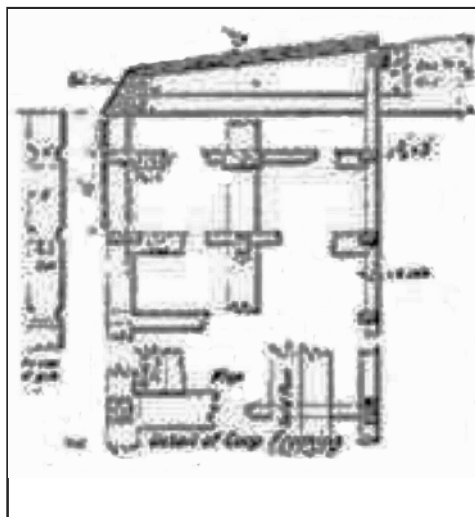
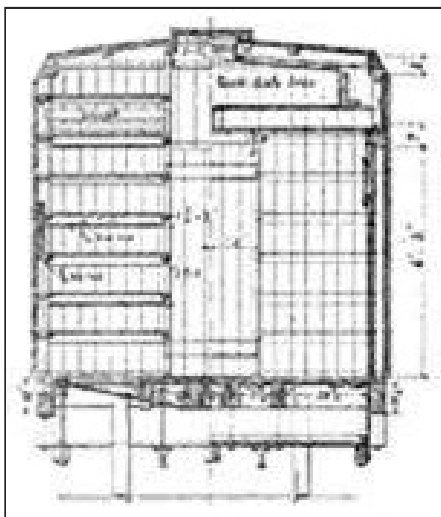
I searched high and low (on line) and couldn't find any evidence that an S-gauge poultry car had ever been produced. I even asked Don Heimburger and he said that he had never heard of one either. So the only thing to do is build one.

I found these plans on line in the December 1906 edition of the Railroad Gazette, a publication with all kinds of technical information about railroads. I'm betting that one of the many scratchbuilders in the NASG can build a poultry car.

RAILROAD CAR FOR THE TRANSPORTATION OF LIVE POULTRY



S Scale drawing of Bundy Poultry Car from The Railroad Gazette, Vol. XLI, No. 19, December 1906



TURKEYS BY TRAIN

Continued from page 5

Many other companies tried to copy their design, but were generally unsuccessful. Jenkins and Streeter were issued a patent for their idea in 1884 and in 1888 they founded the *Jenkins Live Poultry Car Company* with headquarters in Chicago. The company was soon reorganized as the Live Poultry Transportation Company. By 1914, the company had again been reorganized as the *Live Poultry Transit Company*.

The live poultry car design was so revolutionary that one of the cars was displayed at the *World's Columbian Exposition* at Chicago in 1893. It drew a great deal of attention and it was easily recognized that everything about the design was done for the safety of the birds. The company felt that their design was so special that many of the cars were named, similar to the naming of passenger cars.

The *Continental Live Poultry Car Company*, a rival builder, was founded in 1890. Continental thought to dominate the market by offering larger cars, capable of transporting as many as 7,000 chickens in 120 coops, but the oversized cars failed to gain wide acceptance, and Continental closed its doors after just a few years in business.

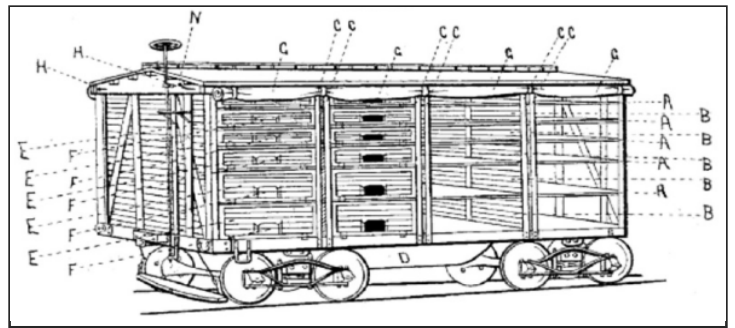
The car design evolved over time. In the early 1900s, the Jenkins live poultry cars were described as being "36 feet long, 10 feet wide and 2 feet higher than the standard livestock car." The cars were placed lower on the wheelsets to allow for the extra height. The sides were covered in mesh netting to allow for ventilation and the cages were slanted to the outside of the car, making them nearly self-cleaning. Each car carried 128 cages containing 7 to 12 turkeys per cage. The average car could transport about 1,200 turkeys.

Some live poultry cars were built for a dual purpose. These cars had half the usual number of cages at one end with the other end of the car housing an ice-cooled section to be used for the transportation of eggs.

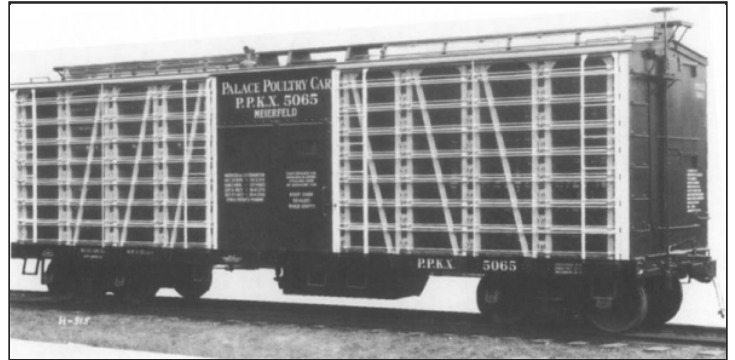
Thousands of these patented cars were built by several manufacturers. By 1920, the Live Poultry Transit Company fleet had grown to more than 2,000 cars. One of my sources for this article says that these cars were no longer used after 1960, but I am positive that I saw some of them on the siding by the Turkey Growers in Lancaster as late as 1968. 🚂



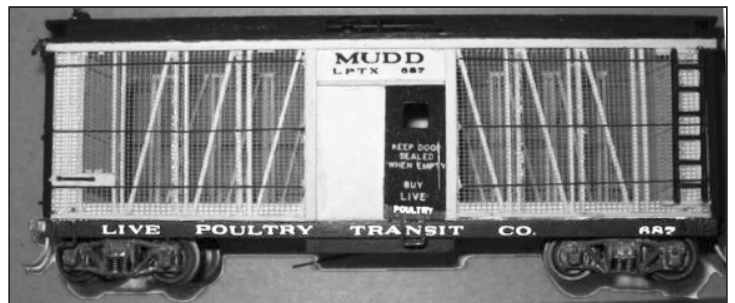
One version of the car was used to haul pigeons. In addition to turkeys and pigeons, the cars were also used to haul chickens, ducks and geese.



The original 1884 drawing for the patent.



Palace poultry car



Above and below: Two different Tyco HO poultry cars.



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HOBBY BRINGS CHRISTMAS JOY



TO SENIOR RESIDENTS

By Ray Nase, North Penn S Gaugers

When Ray and Pat Nase decided to sell their home and move to senior housing, they wondered what would become of their collectibles, especially their collection of *Department 56 Charles Dickens Series* consisting of more than 50 buildings and many accessories. For years, the Nases would set up this display in their home on a special platform built by Ray over a number of years.



As a member of the **North Penn S Gaugers Model Railroad Club**, Ray wanted to incorporate some of his trains with the village, so he added two main loops of track on which he could run his S gauge *American Flyer* and *S Helper Service* trains throughout the village. Every Christmas family and friends would stop by to view the display.

But when they moved into their senior apartment, they no longer had room for their collectibles. Through word of mouth, the building manager heard about their collection and asked if it could be set up in the lobby so that all the residents could enjoy it.

For the last three years, Ray has put up the 5 x 12 foot, three tier village in the lobby of the apartment building in which he and his wife reside. The display represents the villages of *Camdentown*, *Chatham* and *Portsmouth*, as well as train tracks and trains. Many of the residents look forward to just before Thanksgiving when the village is set up during a 3 or 4 day process. There are scheduled times for the trains to run and many residents enjoy the village and will sit and watch the trains for hours. 🚂

Christmas at the Finger Lakes

S Gauge and the Polar Express at the Ontario County Museum

Preston E. Pierce, MLS, EdD, Museum Educator

With the holidays approaching, I began planning for a **Holiday Rails** exhibit at the Ontario County Historical Society in Canandaigua, New York. As the Museum Educator for the Society, it falls to me to create learning opportunities for youth and adults related to the exhibits created by our curator. For 2015-16 those exhibits featured transportation development in our county as they relate to the state and nation. A major portion of the exhibit focuses on the development of railroads starting here in 1840. I developed several museum talks related to transportation; trains in particular.

For the holidays, I decided to focus on the place of toy trains and scale model railroads in our holiday traditions. John Armstrong; well-known modeler; author; and feature writer for *Model Railroader*; grew up in Canandaigua. We have some of his first scratch-built wooden cars in our collection. Henry Flagler, builder of the Florida East Coast Railroad, was born here. At a season when many residents are becoming "snow birds," he was another natural focus of a holiday exhibit. Finally, the toy trains developed by Joshua Lionel Cowen, Louis Marx, and A. C. Gilbert played a major part in holiday gift-giving and under-tree decorations half a century ago. I filled an entire display case with examples of their trains as well as examples of their catalogues and holiday advertising in local papers.



When some of our volunteers decided to have a special program for young visitors featuring a reading of the book, **The Polar Express**, the best exhibit of the season was created. I quickly put together a 12' x 6', partially double decked, S gauge fantasy village using American Flyer equipment, ceramic snow covered buildings, and lots of trees and snow.

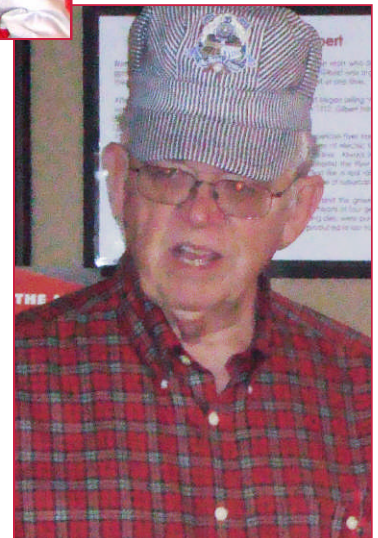
Canandaigua, New York is on the west end of the Finger Lakes district of central New York, just a few miles south of Rochester.

Preston E. Pierce, below, is the Museum Educator for the Ontario County Historical Society.

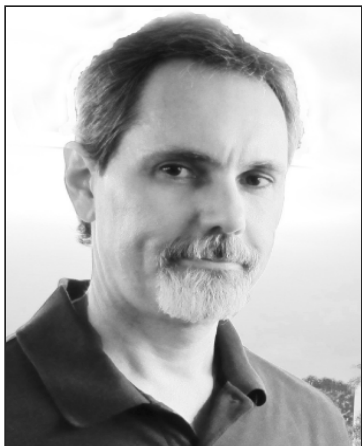
The table was built of $\frac{3}{4}$ " plywood using three standard 4' x 8' sheets cut to size for the available room. On the upper deck of this fantasy railroad I ran S gauge Christmas locomotives and other equipment produced by both Gilbert and Lionel/American Flyer. I've been accumulating the buildings for years, and I've been a life-long Flyer S gauge operator getting my first Gilbert train about 1954. I still have that simple set and it runs like a top!

I recently read a favorable review of the Lionel/Flyer Polar Express set and purchased one for the occasion (and the future). It ran on the larger lower deck that included a tunnel and wide radius, 54" curves. Lionel fastrack was used throughout. The Flyer Chief sounds and acceleration really captured the imagination of children and adults alike.

Everyone who visited the museum during December 2015 enjoyed both the history, nostalgia, and fantasy. We are doing a bigger and better train exhibit this year. The trains will be operating Saturdays **December 3, 10 and 17** from **11:00 am to 3:00 pm**. The operating layout and the other exhibits fit perfectly with the book reading and make the community aware that toy trains and scale model railroads have a history as well. It was the first time most of our visitors had ever seen an S gauge train in action and they loved it. 



New on the NASG Web Site



By Peter Vanvliet
NASG Webmaster

On September 1, 2016 the NASG web site received a face-lift. This was covered in the September/October Dispatch. All the old content is still there on the new web site, but it may have been moved, reformatted, or merged into different areas of the site. In this column I will cover the actual new content that was added to the site as part of that face-lift.

New on the Home Page

Let's start with the home page. The **Let's Get Started!** section in the upper right-hand corner of the home page is all new. Some of the content came from the previous version's **F.A.Q.** and **Site** pages, but most of it was written from scratch. The **Tell me about S-scale** link takes you to a page that covers the basics about our scale. It is intended for those who model in other scales, and to help them make the transition to S-scale modeling (all flavors of S-scale are covered there). The **Tell me about the NASG** link takes you to a page that is a basic introduction to the NASG itself. The **I'm new to this web site** link takes you to a page that describes how the web site is organized, how to find things you used to do in the previous version of the web site, and how to do common tasks on the web site. If you ever can't figure out how to find, or do, something on the web site, go to that page. If you haven't visited the new version of the web site, be sure to read through that page first!

New Info in the Members Only Section

The Members Only section (accessible via the **NASG** button, then click on **Membership**), has some new content that the previous version of the web site didn't have. The Membership and NASG BOT meeting notes from the annual Conventions are now in the Members Only section. As of this writing we only have the 2015 and 2016 notes, but notes from other years will be added as soon as they are made available.

The membership's general statistics page has been reformatted. The content is still the same, though. The only new thing I added was to show the top 25 prototype railroads that members have selected in their membership profile.

NASG Standards

Part of the NASG's responsibilities is to ensure that we maintain standards for wheels, track, etc. The NMRA's and NASG's standards are now the same. One of the last major things I did to the *old* web site was upgrade that page. However, I never covered it in this column. If you haven't seen it lately, I completely redesigned that page, and brought in all of the standards that are on the NMRA web site. The NMRA web site shows these as well, but they are mixed in with the other scales. Also, different authors worked on different standards on the NMRA's version, and so formatting is completely different between various documents, making them hard to read (and standards aren't that easy to read in the first place).

I wanted to create a single page for us that lists all the standards pertaining only to S-scale (in all its flavors), all formatted in a similar way. This page is accessible via the "NASG" button, then clicking on **NASG 'S' Standards**. Links to the original NMRA documents are still provided. In addition to the NMRA standards, the page also includes our S-MOD standard. The page has standards for hi-rail (deep-flange), standard-gauge scale, Sn2, Sn3, and standard-gauge and narrow-gauge proto:64. There are no known standards for Sn42.

The Annual NASG Conventions

Everything you want to know about NASG Conventions is available via the **News & Events** button, and then clicking on **NASG Convention**. Most of the content that is there was on the old site as well. I expanded the information about the past NASG Conventions (scroll down the page to view). The old site had a simple listing of each Convention. However, the new site also has a listing of the organizer(s) of the event, the Convention Car(s), and the Best-of-Show awards. Photos are shown, if we have them (click them to see a larger version). If information is not shown, please let me know, because if it is not there, it is simply due to my ignorance. I plan to go through older Dispatch issues to find missing information as well.

Store

The **Store** button takes you to all the various products you can purchase through the NASG. The content is the same as before. For those companies who participate in either the NASG-sponsored RMC advertisements or advertise in the Dispatch, there are special pages, accessed via the **Store** button, for those who would like to pay for the advertising invoices via the online shopping cart (the RMC ad payment page being new in the new version of the web site).

S Resources

This button takes you to pages that list all the manufacturers, dealers, etc. that sell or make products suitable for S-scale modelers (all flavors of S). It is similar to what was on the old web site, except that I have added a screen capture of the companies' web sites, and the **last reviewed** note is more accurate. I went through every one of them as part of this new web site design; a process that took me about three weeks at several hours each day! We have a lot of stuff available!

Product Gallery

The content of the Product Gallery on the **Scale Modeling** button is still the same as the old web site, but I added a lot more reports to the various categories. This allows you to view the data in whichever manner you prefer. For example, Structures and Automobiles only had one report in the old site, but now they have many. By the time you read this, the A.F. Product Gallery (on the **American Flyer** button) will have a similar range of reports available.

The Extra Board Button

This button's content didn't exist in the old web site, although some portions were copied from various sections of the old site. The **S Scale Pioneers** is completely new. Its content was provided by Bill Fraley (at the time of this writing), and its page was requested by a number of people over the past couple of years. Additional contributions are more than welcome.

Continued on the next page

A Railroader's Christmas



By Bob Nicholson

Most model railroaders view Christmas with a lot of joy and enthusiasm. All the trappings and activities can sometimes be a traumatic experience, but the anticipation and excitement that accompanies them tend to override all the negative aspects. However, on the railroad, at least up until the middle nineteen-seventies, Christmas was just another day not unlike all others over

the year. Oh, of course, there was always the last minute sharp shooting and jockeying for position to enjoy holiday festivities and crew callers were always scrambling frantically for "warm bodies" to fill vacant crew and extra board vacancies, and complaints of favoritism rang throughout the hallowed halls, but for the most part, Christmas was just another day in the life on the railroad.

During the last two weeks of 1964, I had been assigned to the Chillicothe, Illinois Santa Fe extra brakeman's board. This was a proud moment in my newfound career, since I have always been a "road man" (wandering instincts, I guess) at heart. Thus I jumped right in and made my qualifying trips so I could get down to business as an extra board brakeman. It was a lucrative time, too, as there were plenty of vacancies and a shortage of men to fill them. Also, this was in the days of the sixteen hour law, and many times the railroad would "aggregate" the off-duty time so men would have time to work another trip. This could be very exhausting, but I was young and full of P&V, and the crew callers (known as "call boys" in those days before women permeated the ranks) were always glad to see me coming.

On Christmas Eve, 1964, I came into Chillicothe and signed off duty, and the "call boy," one Al Gants by name, told me not to get lost, since I would be going to work again as soon as I was rested, (or, "aggregated", by dropping the time consumed on previous trips) so my time off would allow him to use me on another trip. Since I would need some rest in the meantime, the caretaker of the local YMCA, that was generally for the use of engine service employees, offered to let me to rent a bed, and I gladly accepted the offer. A side benefit of this was that George, a disabled railroader who ran the reading room, had a Conger switchman's lantern. I had seen other railroaders using these, but all Santa Fe had given me was a huge, cumbersome job, possibly an Alladin, that was less than satisfactory, as far as I was concerned. George took a liking to it because it had a flat top that would allow him to set it upside down when working under his car. We made the swap and both went away as happy campers.

I went upstairs and went to bed, expecting to be roused out of a sound sleep for yet another call to duty, but when I woke up shortly after daylight, I was still there. Thinking there was something amiss, or I may have missed a call. I got dressed and went downstairs. There I learned that the brakeman for whose vacancy I stood had celebrated his Christmas, so he

marked up and went to work to avoid missing a trip, and now I stood to be in town most of the day. So, with nothing better to do, I told the crew caller I was going home to Oglesby, where I lived at the time, and to give me at least an hour to get there before giving me a call to work, at which time I would be back in my '62 Plymouth Sport Fury and be on my way back to Chillicothe. Fortunately, I was home all that day, and part of the next. Not long, though, and I was soon back in the thick of things. As is sometimes the case, it was easy to imagine that these good times could go on forever, but even I was realistic enough to realize it would come to an end. Shortly after New Year's Day, 1965, I got my "walking papers." Grip in hand, I returned to the Joliet extra switchman's board, from which I had come. I wouldn't see Chillicothe again until that May, when, once again, I was assigned to the brakeman's extra board. Happy days were here again. 

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NASG Web Site *Continued from previous page*

The **Modeling Notes** is a completely new section that I started. I wanted to have a section that covered some higher-level modeling topics that are useful to S-scale modelers. This section may grow over time, and contributions are welcome.

The **Modelers' Photo Albums** is new to this web site, but its content was on the old site, although somewhat buried. My purpose for that section of the web site is for S-scale modelers (all flavors), who would like to share photos of their layouts but don't have a convenient way of doing so, to do it via the NASG web site. Some people belong to Facebook or one of the Yahoo Groups, and share their photos that way. The problem is that those are restricted sites, and your photos can get lost in the vast sea of unorganized content of those sites over time. Consider (also) providing them to the NASG web site, so that all can see them, including non-S modelers. Search engines will also be able to find them, thereby promoting S-scale to the whole of the Internet.

So much of the NASG web site is there because of the many contributions people have made. So, I encourage you to contact me, webmaster@nasg.org if you would like to make any contributions (photos, text, corrections, amendments) to anything that you see on the web site. Let's keep the site fresh and have new content appear on it from time to time. This will encourage other S-scale modelers, and will show the N, HO, and O-scale modelers that there is a very alive and active community in S-scale! 

Gregg and Colleen Mummert's

As told to Jim Martin by Gregg Mummert • Photos by Gregg Mummert • Drawing by Joe Kimber

Gregg and Colleen live not too far from me, about an hour's drive across the Canada/US border in western New York. The first time that I paid a Christmas visit I knew that here was a seasonal layout that had to be shared with readers of the Dispatch. In Gregg's words, here's the story:

"It started as a small loop of track for the kids under the Christmas tree when we lived in New Jersey.

When we moved to upstate New York, we had more room so it became 4 by 8 feet. That grew to an 11-foot by 17-foot "L" shape, still on the floor. As it grew, more ceramic buildings were added. I tell everyone I got my wife Colleen into this with the buildings. She owns the real estate and I get to run trains.

Eventually, I framed out the tables. As the wiring got more involved, and I had had enough of crawling around on the floor, I added the folding legs.

The buildings, more than 50 now, are a mix of different Department 56 Villages, some Hawthorne Villages, Lemax, JoAnn Fabrics, and from various discount and drug stores in the area. Add in the operating features such as ski lifts, skating rinks and sledgers, along with the scores of vehicles, figures and animals, and we have reached *capacity* on the layout. We now try to avoid the Christmas Village sections of stores. That way we don't find something new that we like and then have to find space on the layout (and possibly wire it).

The layout in New Jersey was O-27 for my oldest son's **Lionel James Gang** set. I added a loop of S when the layout grew in New York. The kids are out of the house now but I kept an outside loop of three-rail to run trolleys and Colleen's Snoopy handcar.

The layout consists of four tables . . . two 4 foot by 5½ foot, and two 4 foot by 6-foot-five to make the "L." The track is fastened down. The Flyer track plan originally was an elongated figure-8 with a 90-degree crossing, but that had to be eliminated after several un-couplings and collisions at the crossing. The plan changed to the current configuration to align with the **KISS*** principle. There is a through siding using manual Flyer switches to park a train.

*Keep it simple Santa.

Over the years, the layout has been on the area **Toy Train Operating Society** layout tour twice. I try to have the **Western New York S Scale Association** guys out for a visit in January or February before we start taking it down. The family, friends, and neighbors enjoy seeing the layout every year. Our granddaughter enjoys finding the different animals scattered around the layout and our grandson is starting to help "Pop Pop" run the trains.

We start *putting the puzzle together* in October/November so it is done by Thanksgiving. Teardown usually begins in a February/March timeframe." 🚂



s Incredible Christmas Layout



As you can see, Christmas, and the joy surrounding it, lasts a long time at Gregg and Colleen's house. If you are in the area, this highly evolved and highly involved Christmas village layout is a "must see." There is more to see than your memory will be able to carry away, but you will remember the Christmas spirit that forms this annual creation.

The rest of the year Gregg works away at his permanent high-rail layout.

But that story is for another time.

Happy Holidays

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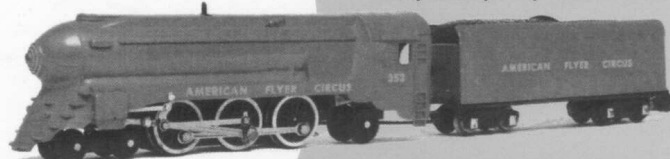


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NASG INFORMATION BOOTH SCHEDULE OF 2017 SHOWS

for the **World's Greatest Hobby on Tour** shows are:

January 7-8, Atlanta, Georgia
January 21-22, Seattle, Washington
February 4-5, Phoenix, Arizona
February 11-12, Pomona, California

The NASG is looking for portable layouts in each of the host communities to be operating at the show. There is an honorarium for any S layouts at the show, based upon the size of the layout. There is a need for NASG members who are not participating with any layout group displaying at the show, to assist with staffing the NASG booth.

The **National Association of S Gaugers** will contract with the show for a 10-foot by 20-foot booth to display a variety of S model railroading products and provide the attendees the opportunity to learn about S. Most of these shows will have an audience in the range of 20,000 to 30,000 attended. More than half of the visitors at these shows are new to model railroading and have never attended a train show before. There are usually anywhere from 10 to 20 S manufacturers, including Lionel and MTH, and dealers exhibiting at each show.

If you or your club have a layout that could be displayed at the show, or you are interested in helping staff the NASG booth, please contact **Will Holt**, National Shows Coordinator, Promotions Committee at **willowassoc@comcast.net** or 630-881-9025 as soon as possible.

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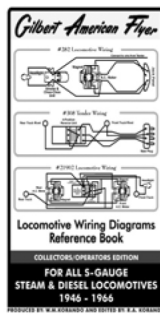


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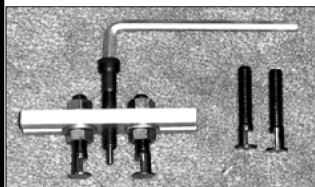
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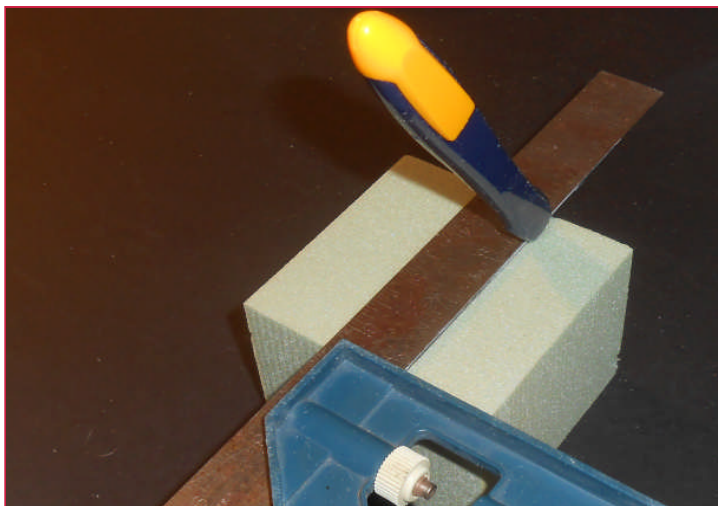
Making Stone Slabs

By Steven Allen, Pioneer Valley S Gaugers

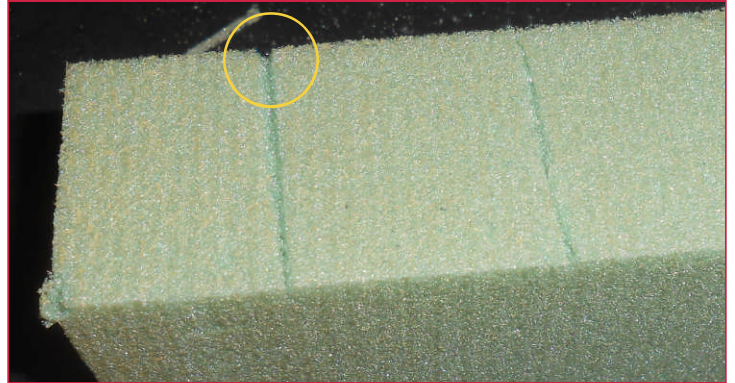
We're always looking for loads for our rolling stock, from coal to pipe loads to lumber, just to name a couple. Living in New England, stone quarries are prevalent, especially in the state of Vermont. While I was still working I was traveling on business in the Rutland and Montpelier areas of Vermont and noticed many signs regarding granite and marble quarries in the area. This got me to thinking about a "how to" video I had seen regarding stone slabs. I purchased two On30 undecorated flatcars from Bachmann and converted them to S. Then I purchased dry transfer decals from Clover House decals in Washington and finally painted and weathered the cars. I next went to Michael's Hobby Store and purchased some pressed foam blocks used in artificial flower arrangements (foam insulating panels are also a good source).



I used a breakable bladed hobby knife to cut the pressed foam, it makes a much cleaner cut than using an X-acto knife or razor saw, and has a retractable blade. Make sure you have an idea as to the length and width of the block, so that it fits on your flat car. Do not try to make the cut in one pass, do it three or four times, depending on the foam thickness, increasing the length of the blade with each pass.



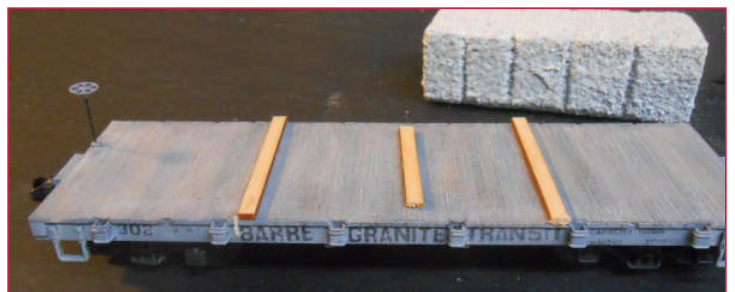
Continue cutting the block until you have a size that's desirable. The next step is to make three to four very shallow "V" cuts on opposite sides of the block. This represents the drill holes that are made in the stone to insert a detonating charge to split the slab from the rock face. (below)



Once you have cut the number of stone slabs you'd like to use, prime them with a gray aerosol primer (Krylon or Rust-oleum), and let them dry, usually half-an-hour is more than enough time. Neither one of these primers will cause any adverse reaction to the foam. Next you will want to use some type of a light gray textured or stone aerosol paint for the finish. Make sure that you shake the paint well. If the can has been sitting around for a while, I suggest placing the can in a warm pail of water. This will loosen the paint and particles in the aerosol can for easier application. Also, make sure the aerosol nozzle is clean and free of any paint build up. I usually hold the can between 10 to 12 inches away from the object I'm painting. Let the paint set and dry for at least four to six hours.



Now you're ready to place your load on the flat car, I used three strips of scrap basswood to set the slab on, then used E-Z-line from Berkshire Junction for the tie down. Because the string is so thin, I wrapped it around the slab 3 times in at least two locations, and you're set to go.



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MAKING STONE SLABS



In the end you will have created simple and very light weight loads for less than \$25, which is probably less than it would have cost to purchase a single manufactured flatcar load. 

All photographs by Steven Allen.

A Tale of Two Cities, and a lot of Boy Scouts

By Lee McCarty,
Cuyahoga Valley S Gauge Association

A while ago, in Cleveland, Ohio, the Cuyahoga Valley S Gauge Association received a phone call from the Northeast Ohio Council of Scouting asking for help. This Council owns Camp Butler in Peninsula, Ohio, between Cleveland and Akron. Every summer it holds camp outs and day camps for the hundreds of Cub and Boy scouts in the area.

This year the theme for the outings is **Trains, Planes, and Cars** at which the campers were introduced to railroading, remote controlled planes and a full antique car show among a long list of other transportation related subjects. They were offered an HO layout by the local NMRA District. But just one week before the camp was to start the NMRA called and cancelled because they couldn't find enough people to staff the layout for the day. That is why we got a call from a desperate Council for help.

They had seen our tinplate layout at our S Spree this Spring and remembered a phone number or two from our club. That is why we got the call for help. As the long time President of the club and known for my crazy ideas and projects, I told them we would find a way to help out even on short notice.

As a side note, there is no better audience for a club trying to promote model railroading than a Boy Scout organization.



We man the layouts in shifts. In this picture there were six of us in attendance. From left to right, the adults were, Tom Fritch, Tom Ward, Jim Zborowski (seated), Gary Suchocki (seated), Billy Shaw in back, and Lee McCarty (seated). Also helping out but not there at the time were, Marty Lydecker and Kim Pizzino.

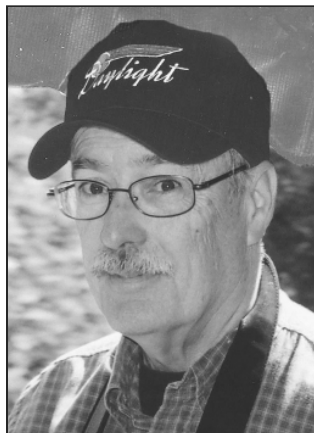
Just four of us were able to show up the day before to set up the layout. We were besieged by more than two dozen young, strong backs eager to help unload, carry and set up a real model railroad! All we had to do was direct the set up. From the trailer to first train running was accomplished in about thirty minutes and we didn't have to do any of the work!

Go to Boy Scouts on page 23

Have you ever torn down a big layout?

By Jeff Madden
Editor Emeritus

I have, several times. I had to tear down my big, mostly complete, 16' x 20' HO layout when I moved to Wisconsin in 1988. When I worked for Kalmbach I helped tear down the MR&T HO layout when they moved to Waukesha. I helped to tear down the large S scale layout of a friend who had passed away. I also helped salvage parts from an old hi-rail layout built way back in the 1950s.



I'm sure many of us have had these experiences, either with our own layouts, with friends who were moving, or unfortunately involving estate situations. All of us with layouts or large collections (or both), should have a plan for our own situations in the future. Read the NASG estate plan for starters. Keep things organized. Put sell prices on all rolling stock and unbuilt kits. Type an inventory on paper or make a list on your computer. If saved on a computer make sure you print out a paper list and record it on a CD or Thumb Drive for backup. Make sure older kids and spouses have access to the lists. Mark off what items family members might want and list contacts of reliable modeler friends who can help sell items for you.

Beyond these common sense estate ideas, the tearing down of a layout is a unique experience. In my case I had to tear down three of my own HO layouts over the years. I was about 15 when my parents moved down the street, but that 6' x 9' layout was just benchwork so no big deal. The second HO layout demolished was a 10' x 12' one built in my parent's second home. I was away at college and my dad needed office space in the finished basement so down it came. No big deal either as only minimal scenery had been started. Lumber, buildings, rolling stock were all stored away awaiting the future with college to finish, a job to find, etc. These items stayed in storage until 1971 when I moved to West Virginia, started a family, and moved into a basement with a house above it.

My third demo was of an HO layout built in the WV house. This large HO layout was mostly finished (March 1990 Model Railroader) when moving to Wisconsin resulted in a complete teardown. More sentiment was involved this time as I was demolishing over 10 years of work — benchwork, scenery, wiring, structures. I was just getting ready for card order operating sessions and only had a couple of NMRA open houses under my belt. But even with all that invested I secretly looked forward to designing and building a new HO South Penn.

I saved as much as possible — rolling stock, structures and details. Saving flex track, turnouts, bridges, wiring and scenery sections was a greater challenge, but I saved what I could. Bridges were removed carefully, turnouts mostly came up fine as I only loosely ballasted most of them. Code 100 flex track came up OK, but the code 70 ballasted flex track didn't remove too well. I lost a lot there. I saved a few rock carvings and lots of benchwork lumber. I saved one 30" x 6' yard section complete with turnouts and track. The Homasote/plywood section minus the track now resides on my current S scale layout.

I almost sold the house, layout intact, to a model railroad friend, but that fell through. I left a few sections of benchwork along the walls for the future owner to use as workbenches or whatever. Most of the scenery and roadbed sections ended up in the scrap pile. The salvaged items, including some lumber, made the 800 mile trip to Wisconsin.

One thing I might recommend, especially if your layout is fairly complete, is to take lots of still photos and videos to use for future articles or just for your own reference. Sad as it was, now I had the opportunity to build a new layout — maybe bigger, maybe smaller, maybe in a new scale? And you know my story from previous writings — I switched layout scope and scale before any new HO layout was begun.

Two other experiences of layout demolition were done as the result of estate situations, which can involve conflicting emotions. On one hand you may be dealing with the loss of a good friend or a loved one. But on a positive note it's a good thing if model railroad friends of the deceased can help with the layout demolition and disposing of the equipment as they would have first hand knowledge of the value of things and how to dismantle with the least mayhem. These same friends usually can help in the eventual sale of things at a fair value to help out the family.

In the first case an S scale friend and fellow club member unexpectedly passed away leaving a large layout, lots of rolling stock, parts, magazines, books and memorabilia. Fortunately, the deceased had been well organized and had a ready network of railfan and modeling friends in two clubs. When the family was ready (this is important) several of us were able to step in to demolish and salvage the large S scale layout. Later, of course, we helped dispose of salvaged items, rolling stock and unbuilt kits. In this case, the spouse and family were generous to the demo crew made up of the S club members. Many built structures were donated back to the individuals who built them or to the club for use on a modular layout.

I was designated to sell off the rolling stock, parts, etc., on a commission basis, as I was often attending various S sales. The prototype memorabilia, slides and books were sold in bulk lots to reputable dealers networked by friends. The actual demolition of benchwork, track, wiring was done by the S club crew who were knowledgeable about layout construction. The 15' x 40' around-the-wall layout was substantially built with open frame grids using mostly 1" x 4" lumber. It took us three to four days and a couple of evenings to complexly clean out the basement. We saved what track, turnouts, wiring and lumber we could — even some screws and bolts.

Everybody won in this deal. The family was paid fair value for things. The manual labor was done at no cost and by knowledgeable modelers. Naturally, a lot of the salvageable items were donated to the club or members of the "crew." More valued items — kits, rolling stock, locomotives, were sold with even the crew and friends paying a fair price. Of course, family members were always contacted prior to any sales.

Continued on the next page

Torn Down a Big Layout . . . *Continued*

Second case: Recently two friends and I helped demolish and salvage an older S gauge hi-rail layout that had sat unused for over 20 years. The really good AF items were sold off earlier by the family after the owner died. Later a family member moved into the house where the layout was, but it just sat there collecting dust for many years. Eventually the house and property were sold prompting the grandson to enlist some demo help. For being able to purchase the remaining model railroad items at a very reasonable price, we hacked and sawed substantial benchwork, pried up track and turnouts, rescued a few signals and bridges. We even saved a complete turntable with controls. The good stuff, besides track and turnouts, were many Plasticville buildings, metal figures, the turntable and many parts for older S scale kits like Nord, Rex, etc.

So here we were through dust and rust trying to re-claim leftovers. But there was enough good re-sell stuff to warrant the effort — the “good home” philosophy again. Yes, much had to be cleaned and de-rusted, but it was worth it. I even ended up with an O scale outside 3rd rail Lionel 700E NYC Hudson which I don’t believe will run, but it is now on display in my layout room. You still feel a bit of sadness in a situation like this even though the former owner wasn’t a personal friend. You feel this person who you never knew was once a good modeler and collector. The grandson and family members did keep a few things including some unique 7¼” live steam equipment.

The lesson here: Have a network in mind for your stuff, list and pre-price and inform family members ahead of time. 🚂

Boy Scouts *Continued from page 21*

For years we have been going to train meets, shows, and all the places where people already into modeling are also going, to promote S Gauge railroading. We have all heard the old stories, “I love the size of these trains but I have so much (LGB, O, HO, N, etc.) that I could never switch gauges.” Here’s a thought, “why not get to these people when they are young enough not to be in railroading at all yet?”

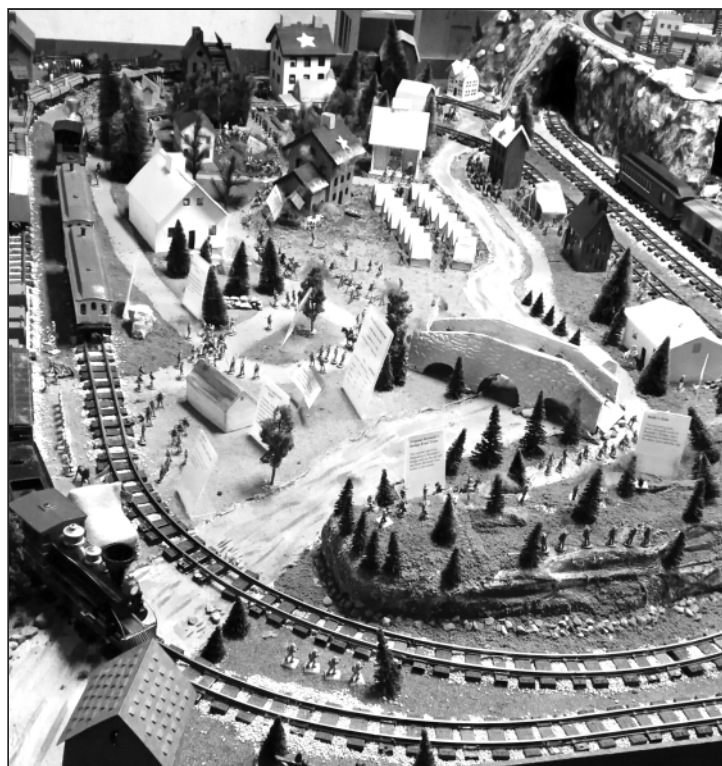
What better audience to target than two hundred or more 7 to 15 year old boys and girls and their parents? Some parents will even admit that they still have their childhood trains in the attic, ignored since their own childhood. And they are all eager and willing to learn about our trains!

We ran the tinplate trains all the next day. We also set up our little 4' x 6' S Narrow Gauge layout which is just a simple circle of track but it is scened and the kids loved it. It was on this layout that we let the kids actually run the trains. I have a Bachman On30 Porter that is re-gauged to S and is virtually indestructible. Because of its small wheels it cannot go fast enough to fly off the track, perfect for small hands to experiment with. At times the crowd was four deep by the layouts.

At the end of the day we had more help with the teardown than we could use. The Scouts and their parents loved the layouts and learning things about real railroads. Of course the Council expressed its gratitude for our help as well. All went well except for the fact that on the day of the show it was over 93 degrees in Ohio and Boy Scout facilities are not known for their air conditioning! 🚂

END OF THE LINE

Glenn Miller of West Unity, Ohio died September 2, 2016. Glenn was an avid American Flyer operator and had a large layout in one of his garages, vintage cars in another, Glenn loved war scenes, in particular the Civil War. Much of the layout art work was the effort of his wife Nancy. Still, their layout paled in comparison to their hospitality.



Glenn attended this year's NASG convention in Novi Michigan. Although not in perfect health, Glenn felt it was important to make the journey and visit with his friends. For this, I thank Glenn and his wife Nancy. Glenn had been a regular Spree attendee, as well as local northeast Ohio shows and a few NASG conventions. Glenn had an interesting life, starting his own Big Band, teaching orchestra and band in middle and high schools, collecting a few vintage cars, and of course, modeling trains. Glenn's specialty in modeling was “re-enactments” of civil war battles. For those of us lucky enough to visit his layout, we were amazed at the scenes, and enjoyed the great Miller hospitality. His layout garage was the *Grandpa's Toy and Train Museum* and over the years, its probable that a few thousand local kids were introduced to model trains at his museum. We lost a good member, and for many of us, a great friend. 🚂 — Dave Blum

MAKE-AND-TAKE CLINIC

By Ken Zieska, Pines and Prairies S Scale Workshop

18 modelers. 18 identical kits. Creating 18 different structures, now that's success. The **2016 NASG Convention** in Novi, Michigan offered a little different twist on the typical convention clinic. **The Pines and Prairies S Scale Workshop** (PPSSW) sponsored a **Make and Take Clinic** which gave participants the opportunity to listen and watch as techniques were demonstrated to construct a laser engraved structure kit. It was unique in that they were also expected to participate and actually build the kit during the clinic.

From its inception, the clinic was designed for the new modeler to experience success and for the experienced modeler to build a kit with challenging opportunities. As designed, the kit featured a basic, shallow relief two-story industrial structure which provided the chance to develop construction techniques and finishing skills and yet could be modified to meet each modeler's vision.



During the first clinic session each participant built the basic kit structure using tools and supplies provided by the PPSSW. While this was a just the fundamental first step, already the wheels were turning and modelers were considering how they might change the basic shape or add additional floors.



The second clinic session was scheduled two days later, so the PPSSW hosted a workspace on the convention floor where the kit building could continue when the modeler had some free time from their busy convention activities. During trading floor hours, this table was a busy place. In addition to the building tools, paints and PanPastels were supplied so finishing techniques could be tried and the models finished to the builder's tastes. While PanPastels have been widely used in



weathering, they are also a great medium for finishing laser engraved wood kits. With PanPastels, the color goes on easily, the finish is rich and does not cover up the fine brick textures which are engraved into the wood.

The second clinic was a hub of activity and featured some surprise. While some modelers continued from where they were when the first clinic ended, others had spent time at the workshop table and were further along; one modeler showed up with the kit finished and detailed! Everyone had the opportunity to share their progress and techniques and some of the "alternative" building ideas were taking shape. This clinic hour wrapped up with most models still works-in-progress, but one went to the model contest room for the Greely's Place display.

The workshop space stayed open until the last hour the trading floor was available and it was the site of feverish activity! More kits were completed and entered into the Greely's Place Display. However some traveled home for completion. Glen Guerra hosted a worktable to discuss and demonstrate soldering techniques next to the building workspace. As the show was wrapping up, Glen observed that each of the models he had watched being built was unique and that he enjoyed seeing the fun modelers were having working together.

Some fun facts: several of the modelers said that either this was the first kit they had built or that they had not built a kit for decades. Four different finishing colors were used; shading and weathering created even more diversity in the finished looks of the models. A range of accessories were added to the kit including detail parts and figures found one booth over at Port Lines Hobbies or around the sales floor. One building was topped off with a Miller Models animated sign. 18 participants, 18 models, new friendships, new modeling skills and a great time at a wonderful convention.

*Right:
Domino Sugars
building built by
David Blair of
Owings Mills,
Maryland.*



GREELEY'S PLACE

Greeley's Place Winner

Built by Mike Andrzejewski

The concept of the model is *What Happens When the Security Guard Takes a Break*. Sam the security guard enjoys some fresh air and a soda on the loading dock while a cat burglar secretly climbs the side wall to break into the building through the roof hatch.

The model was built from the **Monster Modelworks Warehouse kit** provided at the Clinic and includes some commercial and scratch-built parts. Canopy glue was used to assemble the kit from laser-cut wood parts. Foam core was added in the interior to simulate floors with photo backgrounds placed to create depth. The door was cut in half and glued in the open position with the security guard toting a soda can and a vending machine placed at the opening. The cat burglar was positioned as though he was scaling the side wall.

The building was finished using pastel chalks on the walls and spray paint on the roof and other areas. Light weathering was applied and spackling was rubbed into the brick joints to simulate the mortar. Details were painted with craft paints.

The security guard figure and the vending machine are commercially available parts. The cat burglar is a heavily modified figure with a thread representing the rope placed through small holes drilled in his hands. The rope is attached to a grappling hook fashioned from thin brass wire and soldered together. On the roof are some commercial vents and a scratch-built roof hatch made from wood and matte board with a brass wire hand grab.



Below: Prize winning building. Right: Close-up of Security Guard. Below right: Closeup of burglar. Photos by Mike Andrzejewski



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.

FOR SALE: (1) AF 1957 NP Vista Dome North Coast Ltd passenger set 20370. Mint, original item boxes (minor box damage). PA 492 (21552)—roar, PA 490 (21556)—horn, combine 24702, coach 24705, dome 24708, observation 24712, 708 horn control. \$1850 full set only. (2) AF 918, red mail, new, nearly mint, box, liner, arm, rail, button, green/white bags. \$110. (3) AF 1959 NH 21573 EP-5 electric, used, "good." \$100. (4) Rex 0-4-0T Suburban metal kit, DC motor, from about 1973. New/mint, never assembled, original box, wrapping, instructions. \$100. For more info/photos/other items, e-mail Bruce.Shore@sympatico.ca

FOR SALE: Antique Vintage Railroad Baggage Cart. As is condition, needs some work. Price reduced to \$800. Has a Railway Express Agency sign on it. Location: Rockford, Illinois, US. No Shipping, you must be able to haul it away. It is about 10 ft. long, about 50 in. wide and about 42 in. high. Has iron wheels. Vera Flood, 5018 Sedona Circle, Rockford, IL 61109 Phone (815) 494-5785 e-mail amflyer39@hotmail.com

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.

The **ROCK ISLAND REPORTER** is a free e-mail newsletter. To sign-up go to <http://leepurl.com/Ut8UL> Please pass this link to anyone interested in the Rock Island. Back issues available. E-mail updates appreciated. Stories and small articles are welcome. Send to Editor Tom Brugman, tbrug@aol.com

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 Heimbürger, 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 \$700+shipping. Call 717-497-5606 or e-mail wachtman@verizon.net

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.

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.

WANTED TO BUY: American Models Baldwin S-12 Chicago & Northwestern locomotive. Any condition. Call Jim Wright at 218-780-4691 or e-mail Cadislan@cpinternet.com

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, 302 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.

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.

FOR SALE Large collection of 3-rail O-gauge. Lionel, MTH, Williams, Weaver locomotives and rolling stock. Miles of used Lionel track and switches, unique Marx track and switches. Send SASE to Bill Pyper, P.O. Box 885, Salem, OR 97308 for a hard copy or e-mail rrbill10@comcast.net for a pdf.

WANTED Any 4-8-4 American Flyer S-gauge or O-gauge. Any smoking tenders, American Flyer. Lionel GG-1 Brunswick Green. #14 and Bulb Transformer. Directional rectifier DC. Contact: Philip Peschi, 7 E. Miami Ave., Villas, NJ 08251.

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 AFSGSLA for **\$95⁰⁰**, which includes shipping and handling. Make check payable to **AFSGSLA** and send to: MOE BERK, 39 GRAELER DR., ST. LOUIS, MO 63146-4938



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CALENDAR OF EVENTS

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

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

November 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 — Texas City, Texas

The **HOUSTON S GAUGERS** will display their largest S scale layout as part of the annual all-scales **TEXAS CITY MUSEUM TRAIN SHOW** at 409 Sixth Street. You are welcome to bring S equipment to run. For more information go to www.houstonsgaugers.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>

November 10 - December 30, 2016 — St. Louis, Missouri
AMERICAN FLYER S GAUGERS of the **ST. LOUIS AREA's** former Barr and/or Macy's Christmas Train Display will be available for viewing at the **Museum of Transportation**, at 2967 Barrett Station Road in far West St. Louis County, Missouri. The Grand Opening of the display will be Wednesday, November 23, 2016. Throughout the Christmas Season, it will be on display Thursdays through Saturdays, 9:00 am to 4:00 pm. Sunday hours will be from 11:00 am to 4:00 pm. The season will end on Friday, December 30, 2016.

November 12-13, 2016 — Milwaukee, Wisconsin

TRAINFEST at Wisconsin State Fair Park, 9 am to 5 pm. For information go to www.trainfest.com

November 12-13, 2016 — Myrtle Beach, South Carolina
7th ANNUAL MYRTLE BEACH TRAIN SHOW
Inlet Square Mall, 10125 Highway 17 By-pass, Murrels Inlet. Presented by GSMRRC.

November 13, 2016 — Wheaton, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will operate their layout at the **Great Midwest Train Show** at the Dupage County Fairgrounds, 2015 Manchester Road.

November 16-20, 2016 — Columbus, Ohio

The **CENTRAL OHIO S GAUGERS** will operate their 27'x15' multi-level layout at the **Center of Science & Industry (COSI)** annual **MODEL RAILROAD DAYS** exhibit featuring different model train displays. 33 West Broad Street. For more details about hours and admission visit www.cosg.org

November 19-20, 2016 — Albuquerque, New Mexico

RAILS ALONG THE RIO GRANDE 2016 Model Train Show. Pilot's Pavillion at Balloon Fiesta Park, 9401 Balloon Museum Drive NE. www.railsalongtheriogrande.org

December 3, 2016 — Horsham, Pennsylvania

11th ANNUAL MAIN ST. HATBORO TRAIN SHOW
9 am to 3 pm at Keith Valley Middle School, 227 Meetinghouse Road. \$5 adults, under 12 free. www.hatborotrainshow.org

December 3, 2016 — Rickreal, Oregon

RAILROAD SHOW AND SWAP MEET at the Polk County Fairgrounds, 10 miles west of Salem on Highway 99W just south of Highway 22. \$5 admission. Free parking.

December 3, 2016 — Acworth, Georgia

The **ATLANTIC COAST S GAUGERS - GEORGIA DIVISION** will run their 8'x8' layout at the **TCA** meet, VFW Post 5408, 4764 Cobb Parkway NW. 9 am to 2 pm. Admission \$7 General Public, \$3 TCA Members. Under 16 free.

December 3-17, 2016 — Canandaigua, New York

The **ONTARIO COUNTY HISTORICAL SOCIETY** will have a Christmas train exhibit up and running at 55 North Main Street. Saturdays, December 3, 10 and 17 from 11:00 am to 3:00 pm. Museum also open Tuesday through Friday 10:00 am to 4:00 pm. Admission free but donations accepted.

December 9-24, 2016 — Florence, Massachusetts

SANTA'S TRAINS AT LOOK PARK 300 Main Street. The **PIONEER VALLEY S-GAUGERS** will operate 3 S-gauge layouts from 4 pm to 8 pm December 9th through 23rd and 10 am to 2 pm on December 24th. Contact **Steven Allen** at allens1017@comcast.net for further information.

December 10-11, 2016 — Rochester, New York

WESTERN NEW YORK S SCALE ASSOCIATION will display its layout at the **RIT MODEL RR CLUB SHOW** in the Gordon Field House, Rochester Institute of Technology.

December 10, 17, 18, 2016 — Metairie, Louisiana

CHRISTMAS ON THE CRESCENT LINES at the Crescent City Model Railroad Club, 601 North Lester Avenue, Noon to 6:00 pm. Donations \$5 adults, \$1 kids 6 to 12, children under 5 years old free. Info: telephone (504) 737-3723, e-mail crescentlines@gmail.com, web site <http://www.ccmrc.com>

December 11, 2016 — Wheaton, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will operate their layout at the **Great Midwest Train Show** at the Dupage County Fairgrounds, 2015 Manchester Road.

January 7, 2017 — Atlanta, Georgia

The **ATLANTIC COAST S GAUGERS - GEORGIA DIVISION** will operate their 30'x30' layout at the **WORLD'S GREATEST HOBBY ON TOUR** at the Georgia World Congress Center, 285 Andrew Young International Blvd. NW. Admission \$15 adults. Under 16 free. www.wghshow.com

January 21, 2017 — Duluth, Georgia

The **ATLANTIC COAST S GAUGERS - GEORGIA DIVISION** will operate their 30 x 30 foot layout at the **52nd ATLANTA MODEL TRAIN SHOW** 6400 Sugarloaf Parkway.

February 27-28, 2017 — Crockett, California

Carquinez Model Railroad Society Winter Open House
\$4 donation, kids under 16 are free. Crockett Odd Fellows Hall, 645 Loring Avenue, across the street from C&H Sugar, off I-80. Information call 510-787-6703, e-mail gotrains@ymail.com or www.cmrstrainclub.org

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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 refractories 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



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**



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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



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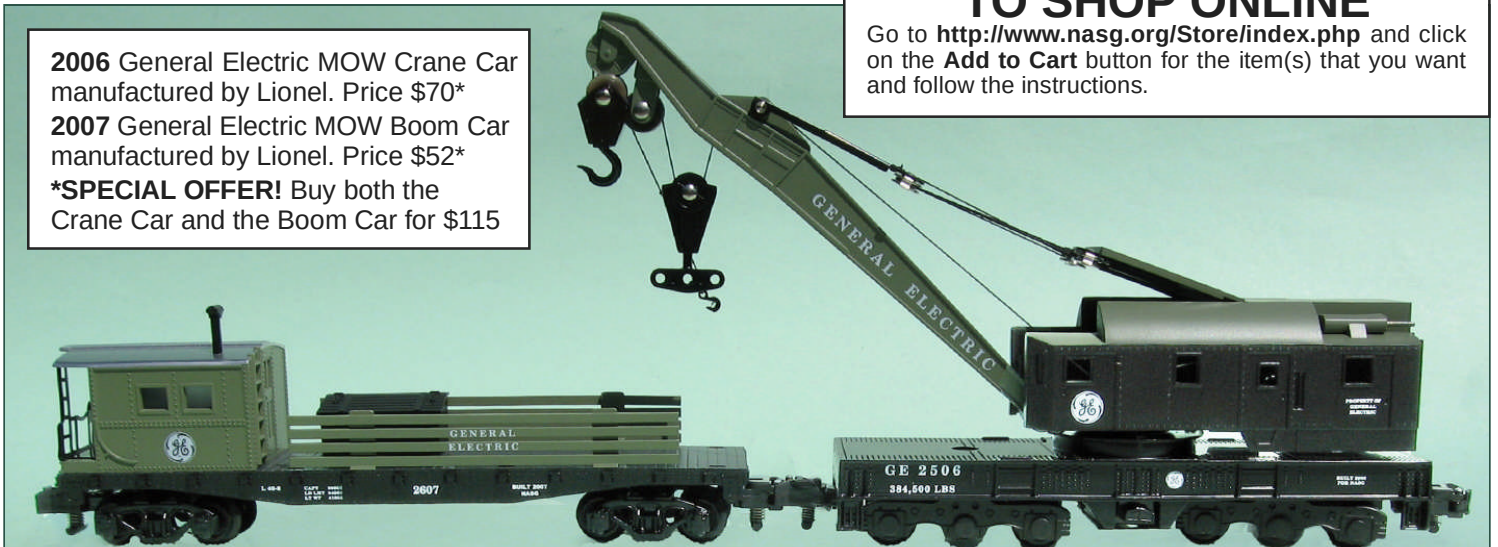
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2016 Annual BOT Meeting Minutes

The meeting was called to order at 7:05 p.m. on Wednesday, August 10, 2016.

Attendees: **Bill Winans**, President, **Monte Heppe**, Executive Vice President, **Michael Ferraro**, Treasurer, **David Heine**, Eastern Vice President, **Will Holt**, Central Vice President, **Bill Roberts**, Western Vice President, **Greg Klein**, Promotions Chair, **Dave Blum**, Convention Chair and AF Car Chair.

Tom Oglesby, Secretary, was unable to attend and had no proxy. In his stead, Bill Roberts recorded the minutes.

Reading of the 2015 BOT Meeting Minutes was waived as they had been reviewed via emails beforehand.

Executive Council Report:

Bill Winans gave the report. It included the NASG's ability to take on-line payments via the website and Peter Vanvliet's business Pay Pal account; Peter V. was now getting \$1200 per year to manage the website and the on-line payments — all agreed this was quite reasonable considering the time he has to expend; a mention of problems associated with persons paying the credit card bill shown as Fourthray Software have been resolved; the Treasurer is now authorized to appoint an assistant and is also now formally "in charge" of the Membership Secretary; the dues increase is fully implemented; the attempt to reduce the pre-expiration dues mailings was a failure; the NASG now has a Facebook presence.

Committee Reports: generally these came as emails to the BOT and were waived, though a discussion about membership did take place.

Comments were made re: email reminder notices not being a total replacement for postal reminders; the Regional VPs are getting lists of non-renewing members to contact personally as a last attempt at getting the member to renew. Current membership is 1625, but at the time of the convention 48 members had failed to renew.

Dave Blum presented the schedule of future conventions. The 2017 convention is well underway, the 2018 convention is settled and the 2019 convention is set, but there remains some uncertainty.

Old and New Business (combined for efficiency):

Several of the committee chairs attended the meeting and presented their case for funding of various projects. The results of these comments affected the budget discussions. The proposed budget had a \$10,000 surplus, so there are adequate funds to cover the changes.

Greg Klein presented his budget request for the 2017 fiscal year. A motion was made, seconded and passed for the Promotions Committee to have a \$7000 authorized budget.

Dave Blum also presented his report on the American Flyer Commemorative Car project for the next two years. In order to save money and reduce overages of the AF cars, it was decided to do the next two years as the same kind of car but with different paint with each version being done as 200 units. He asked for funding to cover two years (400 units) of American Flyer Commemorative Cars which would be less expensive when done like this. The motion to give Dave the funds to proceed with this project was made, seconded and passed.

It was proposed that the NASG acquire an audio recorder for live BOT/General membership/business meetings to have a more accurate record of proceedings. The motion was made,

seconded and passed with the cost not to exceed \$100. Will Holt moved and Dave Heine seconded to approve the provisional budget. The motion passed. Michael Ferraro will present the revised budget to the BOT as soon as he is able.

Michael Ferraro also proposed that the NASG put some of our funds which are beyond our immediate needs into interest bearing accounts/CDs, as our cash on hand was approaching \$150,000 with just less than \$50,000 committed to future expenses. The current cash flow situation is: income for the previous fiscal year was \$116,249.33 and expenses were \$100,291.18 for a net gain of \$15,958.15, as opposed to the previous year's loss of \$22,794.32. The motion to put our excess funds into interest bearing accounts/CDs was seconded and passed.

Dave Blum also submitted a proposed change to the Convention Agreement. The intent of the change was to better delineate responsibilities and expedite finances between the convention sponsor and the NASG. A motion by Will Holt was made to accept the change, seconded by Dave Heine. The motion passed.

Will Holt moved to add a possible change to Article V of the Constitution for inclusion on the next Ballot. This change would solidify the validity of a no ballot, uncontested election when there are no competing candidates for any office or issues to consider. Monte Heppe seconded the motion and it passed.

Open discussion: A discussion about Dick Karnes' RFP for "plop and play" turnouts ended with a consensus that the NASG should not be in the business of getting new products manufactured, and we should see what Fox Valley does with its new track products.

A discussion about allowing the Dispatch to have regular expanded issues ended with a decision to allow once per year, with a possible second expanded issue when requested by the Editor, was approved by the BOT.

Monte Heppe presented a paper, *Possibilities for Promoting NASG Membership*, as a take home assignment. One of the possible avenues was to offer trial memberships to Boy Scouts who successfully completed the Railroad Merit Badge requirements and who also showed an interest in S scale. Future discussion would be via email or phone calls.

The meeting was adjourned at 9:21 p.m.

2016 Annual General Membership Business Meeting

The meeting started at 3:05 p.m., Saturday, August 13, 2016.

All BOT members were present except Tom Oglesby.

About 40 members attended.

Bill Winans gave an overview of the BOT meeting and the various motions that were passed.

Michael Ferraro gave a quick review of the NASG finances.

A short discussion about membership levels and dues reminders involved the audience. Several members made suggestions as to how the NASG could improve its promotions and visibility. Best amongst those were ones that suggested that the NASG provide clinics at the local NMRA meets about S scale as it exists today.

No real business came out of the meeting and it was adjourned about 4 p.m.

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e-mail: webmaster@nasg.org

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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 July 1 to August 31, 2016, the following people have joined the NASG. Welcome!

James Babish Acton, Massachusetts
Jim Benenati London, Ontario, Canada
Ardith E. Cowdery Visalia, California
Jim Eberhardy Clear Lake, Wisconsin
Martel Fish Vancouver, Washington
Dave Harnly Lincoln, Nebraska
Roger Houde Henniker, New Hampshire
Chuck Kemper Cypress, Texas
Herman G. Kruelle Baltimore, Maryland
Joel Lebovitz Wheeling, Illinois
Terry Matvichuk Wyoming, Michigan
Phillip J. Peschi Villas, New Jersey
Richard C. Phelps East Syracuse, New York

Donald L. Richards Uniontown, Ohio
Walter L. Schnee Oakwood, Ohio
Tom Seccia Clifton Heights, Pennsylvania
Paul L. Soares Knoxville, Tennessee
Walter J. Trancygier Saline, Michigan
Geoff C. Turner Okemos, Michigan
Mitchell D. Valder Loomis, California

Recently Deceased Members

Francis Crowley Wakefield, Rhode Island
Glenn Miller West Unity, Ohio
Bob McCarthy Columbia, South Carolina
Chip Romig Plano, Texas

CONTRIBUTING MEMBERS

William C. Aikins
Barry Atwood
Al Baker
Jeff Bakst
David T. Belusko
Jon R. Beveridge
Robert N. Boring
Michael Bushnell
John Ciarleglio
Richard Ciesla
Claude Demers
Richard E. Eckert
Michael Eldridge
Ken Garber
Peter A. Gehret, MD
William Grant
Robert Greengrove
Gale Hall

Tom Hawley
David L. Heine
F. Lamont Heppe, Jr.
Lee Herron
Jerry L. Hildenbrand
Alex Huff
Michael M. Jackson
Rashied Jibri
Edwin C. Kirstatter
Joseph B. Kmetz
Dick Kramer
Dr. Douglas H. Lape
Mark Markham
Paul D. Mathias
Mark McFrederick
Donald E. McGinnis
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Stuart C. Mut
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Joseph Plouff
John R. Prior
Alan Rich
Bill K. Rigsby
Woodrow Ross
Russell L. Sanford
Douglas A. Schleef
Bobby Shirley
Terrence Sprankle
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Marty W. Wik
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S Scale Budd Company Vista Domes

New: LED Lighting



Announcing targeted shipping in September: Budd Vista Dome cars. Probably the most requested item for the last 10 years. We will have all the road names (save the IC) we made our Budd sets in (including the chrome cars). Features: full interiors, LED lighting upstairs and down, cast metal frame and metal composite trucks with all wheel electrical pick up for non-flickering lighting. Added grab irons and details. Introductory priced at \$109.95 or 3 for \$299.95 All three would have different printed names or numbers on the cars. Call now for reservations.



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Jay Mellon on the Layout Tour

Jay Mellon of the Crescent City S Gaugers took pix on the Convention tours



Above: three caboose on Dave Held's layout.



Right:
#478 takes on water
on the Dart layout.



Right:
Jay Mellon rides
the pilot of the
C&O #1601 at the
Ford Museum

Right:
Scene on Tom Hess' layout.



Below Right:
The S Scale Workshop layout from Canada.

Below left:
Coal loader on Bob Stelmach's layout.



HERB COTTER'S LAYOUT

CT S Gaugers and NASG member **Herb Cotter** has a large **American Flyer** layout in his basement in Weston, Connecticut
Photography by **Paul Krause**



XTRA XMAS PIX



The Kansas City S Gaugers have set up at First Federal Bank for at least the last 12 years. They also have a Holiday Display at Kansas City Union Station.



Above: Bill Winans took this picture of a winter scene on Bob Stelmach's layout.



Left: Brooks Stover photographed this Lionel-American Flyer Polar Express in the winter scene on Bob Stelmach's Red Pine & Oxville Railroad.

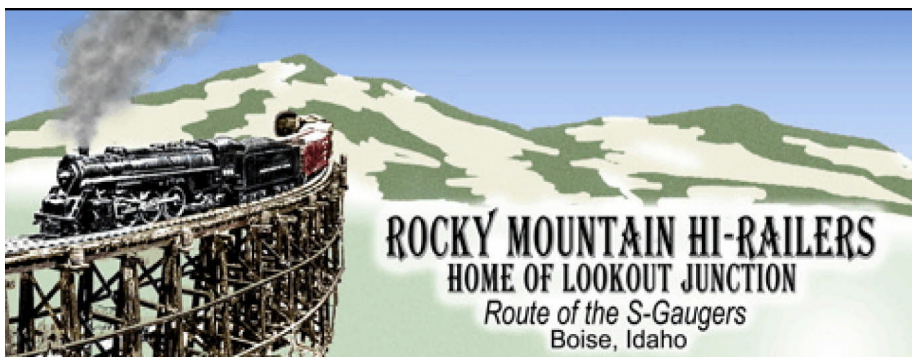


Miami Valley (Ohio) S Gaugers George Giannaris, Jack Dieckman, Rich Hagler, and John Hamden examine club president Mike Mitter's layout. Mike's layout features two long loops of track with a variety of landscapes. In the left foreground is Mike's winter wonderland Christmas village. Photograph by Ray Garbee.

The Rocky Mountain Hi-Railers is a very active S Scale model railroad club in the Boise, Idaho area. They display and run their modular layout often at many locations in the Boise area. They are excellent ambassadors for S gauge model railroading and model railroading in general. They even show their layout outdoors at a public park in Boise.

Visit their web site:

www.rockymountainhirailers.com



Rocky Mountain Hi-Railers, in the blue shirts, from left: Bruce McCosh, Kelly Lloyd, Mike Graefe, Bill Seader, Rick Emerson and Glenn Hadden run their elaborate S Scale Lookout Junction modular layout at the Boise, Idaho public library.