

THE

DISPATCH

SEPTEMBER-OCTOBER 2017



**EXTRA PAGES
ONLINE
SEE DIRECTIONS
ON PAGE 39**



2017 NASG NATIONAL CONVENTION

The National Association of S-Gaugers



The NASG Inc. is a 501(c)7 Fraternal/Educational non-profit corporation, which acts as the umbrella organization representing the 1:64 model railroading community (also known as 3/16-inch-to-the-foot, S-gauge, or S-scale). The NASG performs a wide range of activities in support of the S scale world. It sets standards for S scale and maintains lines of communication for S modelers everywhere. Through its bi-monthly magazine, **The DISPATCH**, and through its public web site, the organization communicates news about local clubs, new products, events, and projects of interest to S modelers. The NASG also works closely with manufacturers and potential manufacturers to help provide products marketable to its membership.

Note: Donations to the NASG are not tax deductible on U.S. individual income tax returns.

NASG History

The NASG's roots are closely related to the former A. C. Gilbert company, which in 1946 introduced S Gauge American Flyer trains, which were 3/16" scale toy trains. An S gauge newsletter started to make its rounds via the U.S. Postal Service around 1957-58. The NASG informal group formed a few years later. The legal entity NASG, Inc., was created in 1976 in New York State. It includes a President, Executive Vice-President, three Regional Vice Presidents, a Treasurer, and a Secretary.

The NASG is all about people. People with a common interest. In the early days people such as Jesse Bennett, Chester Bolly, Bill Crawford, Will Estes, Gene Fletcher, Leonard Giovannoli, Ambie Hennek, Evert Hoffman, Robert Shafto, William Sutliff, Bernard Thomas, and Claud Wade started and kept the S gauge circuit newsletter going. These men helped form the roots of what is now the NASG. Over the years many more people have contributed much of their time and effort to this volunteer organization.

If you are interested in a full story about how the NASG came about, you can read *The NASG Story: A History* by Bob Jackson at www.nasg.org/About/History.htm.

Annual Awards

The Bernie Thomas Memorial Award

Presented in recognition of meritorious service to S scale or to the NASG.

The Charlie Sandersfeld Memorial Manufacturer's Award

To provide recognition to a company for its efforts in supporting and promoting S scale.

The Perles Publication Award

To provide recognition for the efforts of a person or persons who best present the S scale story to outsiders through an article which promotes and publicizes S scale published in a non-S scale publication. Staff writers paid by the publication in which the article appears are not eligible for any part of the award.

The Josh Seltzer S Website Award

To provide recognition to an individual, company, or group for its promotion of S scale modeling via a web site on the internet.

The Trustees' Award

The purpose of the Trustees' Award is the Recognition of individuals who contribute extraordinary skill, talent, and time to the NASG.

What is S Scale?

S is a modeling ratio of 1:64, meaning one measurement unit on the model is equal to 64 units in the real world. It is also referred to as 3/16th scale because 3/16th, or 12/64th, represents one foot in the real world. This scale is easy to model, because if you look at a regular ruler that has tick marks down to 1/64th of an inch, each tick mark represents one inch on the model. Twelve tick marks represent one foot, and one inch on the ruler represents 64 inches (5'4"). The use of "S Gauge" to describe the scale is inaccurate and a holdover from our past. All types of S models, from American Flyer to Proto:64, are nominally S scale.

S scale (1:64) is larger than HO scale (1:87) by 36% and smaller than O scale (1:48) by 25%. You might also enjoy reading the **Wikipedia** entry about S.

S scale standard gauge was initially popularized by Gilbert American Flyer® (AF) in the 1940s. In the 1950s and 60s there was a lot of activity centered around converting AF to scale models compatible with NMRA track and wheel standards (smaller flanges, scale sized couplers), and several manufacturers, including the NASG, offered products to accomplish that goal. Other modelers opted to maintain compatibility with American Flyer rolling stock. Thus began the difference between "hi-rail" (AF-compatible) and "scale," which in S connotes not only the 1:64 ratio, but also compatibility with NMRA/NASG track and wheel standards for fine scale modeling. Hi-rail modelers generally use either code 148 or code 125 track products, whereas scale modelers with models having smaller, near scale flanges usually use smaller rail sizes such as code 100, 83 and 70. S scale narrow gauge modelers (Sn3, Sn2, Sn42) use code 70 or even code 55 rail to represent very light rail. Some Sn2 modelers use HOn3 track. Several companies produce S scale standard and narrow gauge turnouts, crossings, and straight, curved, and flexible track in these smaller rail sizes; some pre-made and some made to customer's orders. For more information on this topic, read the **S Scale Track Products** article on the S NMRA SIG's web site, for an indept look at S scale track products. For a complete listing of all manufacturers and retailers that produce and/or carry track, see our **S Resources** web page.

To learn more about these awards, including timing, recognition, determination, restrictions and funding go to www.nasg.org/About and click on the award name.

You can also read about the person for whom the award was named and a list of previous winners.



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tising are the first day of January for the March
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first day of May for the July issue, the first day of
July for the September issue, the first day of Sep-
tember for the November issue and the first day
of November for the January issue.

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THE DISPATCH

MANIFEST

Volume 41, Number 5, September-October 2017

COVER Roy Deemers of Louisville, Kentucky won the EMD F-3 A-B locomotive
set donated by MTH Electric Trains. Roy took this photo on his layout.

PRODUCTS Great Decals, Rusty Stumps 4

A SALUTE TO S GAUGIAN

S Gaugian celebrates its 55th anniversary 5

WHICH COMES FIRST

Jeff Madden writes about railfanning and modeling. 6

NASG SEATS NEW BOARD OF TRUSTEES

New President Will Holt and four others sworn in 7

MUSINGS FROM THE YUKON

Monte Heppe writes about his trip to Alaska 8

COUPLER UPGRADE

Steve monson describes replacing couplers 9

UPDATE OF THE NASG LIBRARY

Michael Greene is bringing the library into the 21st century . . . 10

PRESIDENT'S MESSAGE

. 11

NEWS FROM THE NMRA

NMRA President has good news for all model railroaders. . . 13

NASG AT THE WGH ON TOUR

Greg Klein reports on the NASG at the WGH on tour shows . . 15

2017 NASG NATIONAL CONVENTION

Awards, Model Contest, Layouts, Tours 19

NASG WEB SITE CONTINUES TO GROW

Peter Vanvliet writes about discussion forms 26

RAISING A TENT

Tom Hartrum modifies an HO scale tent for his S scale layout . . 28

SCRAP BUILDING

Editor Bill Pyper builds a water tank from odds and ends . . . 29

CALENDAR of EVENTS

. 34

CLASSIFIED ADS

. 35

COMPANY STORE

. 36

NASG SPECIAL CARS

. 37

NEW MEMBERS

. 39

EXTRA PAGES ONLINE

Read the instructions for how to access more pages 39

NASG Web Site

<http://www.nasg.org>

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

PRODUCTS

GREAT DECALS of Fairfax, Virginia,

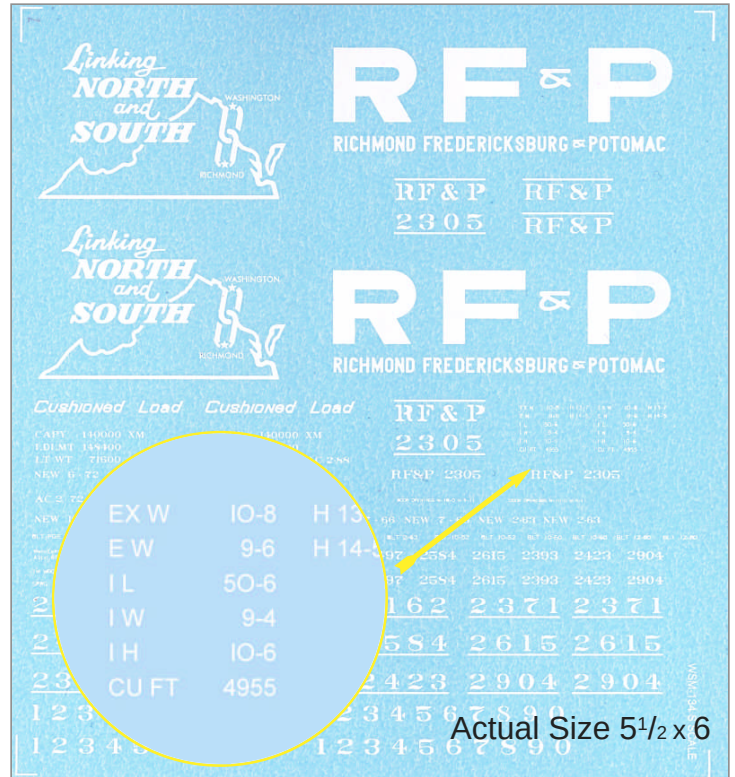


Photo courtesy of Bill Oertly

is offering decals for The **Richmond, Fredericksburg, and Potomac** railroad boxcars. Set #134, in white, is available in S-scale from Bill Mosteller, 3306 Parkside Terrace, Fairfax, VA 22031 for \$11.99 each, postpaid. Virginia residents please include sales tax.

This is new artwork designed specifically for this project. See our web site, www.greatdecals.com

Each set provides 10 "canned" road numbers, and the modeler can easily make any road number valid for the cars. Each set does one car. The decals allow modelers to produce many uniquely numbered, scale cars.



Actual Size 5 1/2 x 6

These decals include the herald, road name, road numbers for both sides and ends, dimensional and end data specific to these cars. Several built and new dates are also provided.

Rusty Stumps Scale Models Mercantile Store Kit

This is Rusty Stumps S scale rendition of the Silver Plume Store, built around 1890, will be a nice addition to your layout. It is still standing in Silver Plume, Colorado. If you are doing Western it will fit right in but it is still in style in the East.

This laser cut kit is easy to assemble and offers some interesting modeling techniques. The store interior is empty but could easily be modeled with counters and cabinets to make it into any kind of store that you would like it to be. It has a small footprint, 2 3/4" wide by 5 3/4" deep, so it will fit in almost any space. Also included are a number of our fine resin detail castings. All you will need is some paint, glue and a few evenings to assemble.

Castings included with this kit are 3 wooden barrels, 3 steel drums and 3 wooden crates all in our highly detailed resin pressure castings.

Product ID: K4306

Price: \$37.95

6785 Cherry Blossom W. Drive, Fishers, IN 46038

(317) 595-9489

sales@rustystumps.com



Photo is of the kit built by Mike Hamer.

More products on page 12

A SALUTE TO S GAUGIAN!

Can you believe it? With their September 2017 issue **S Gaugian** has been published for 55 years! They have celebrated this momentous occasion with a special edition.

November 1962

Don Heimbürger printed the first S Gaugian as a two-page, stapled club newsletter in central Illinois when he was 14 years old. The first issue was produced using a mimeograph machine and a letterpress printing press.

July 1972 —

S Gaugian reports on the very first national S Gauge Convention in Kansas City. 187 modelers attend.

January 1987—

25th Anniversary issue, 68 pages, with color. Publisher Don Heimbürger says in editorial, "We hope 1987 is a banner year for S gaugers everywhere, and we look forward to another 25 years serving S gauge — the best gauge there is!"

March 1997— 35th Anniversary Issue. A total of 210 issues have been published since 1962; 120 more issues produced since the 30th Anniversary.

July 2007 — 45th Anniversary issue published . . . magazine says "S scale looks strong and healthy and continues to grow."

March-May-July 2012 — Three 50th Golden Anniversary Issues published because "When you're this 'old' you have a lot to talk about," says Editor Don Heimbürger. Says reader Bob Petrosky, "Your dedication and efforts to keep S gauge alive is appreciated by all in the S gauge community." Reader Carl McAbee says, "S Gaugian is a place where dreams are realized and promoted. I get a lot of inspiration from its pages."

SUBSCRIPTIONS are \$39 per year in the USA, \$73 for Canada and \$86 elsewhere. US funds only. Send check or money order to 7236 West Madison, Forest Park, IL 60130.

I subscribe, and I highly recommend that you do too.

Bill Pyper — Editor, NASG Dispatch



July 1970 — Subscription price is now \$2.00 a year for 6 issues. The magazine has grown to a 12-page typewritten publication with no color. Its Advertisers include: Enhorning Industries, Tomalco, S & P Distributors, Don Lorange, G&W Models, Henry's Hobby Shop, Star Hobby Products, and Sandusky's of Ohio.

September, 1981 — S Gaugian publishes its largest issue ever, with 92 pages.

January 1992— The 30th Anniversary issue of S Gaugian; shows many of the new S scale products offered since 1962.

March 1999 — The S Gaugian investigates the American Flyer collection of Ron Leventon of Chehalis, Washington. It is one of the finest American Flyer collections that we will ever see.



S Gaugian Office Staff from left: Marilyn Heimbürger, Business and Circulation Manager; Susan O'Brien, Associate Editor; Cindy Waldron, Graphic Designer; Cindy Kelly, Editorial Secretary; and Don Heimbürger, Editor and Publisher.

WHICH COMES FIRST?

Which comes first, Railfan or Model Railroader? By Jeff Madden, Editor Emeritus

Which comes first, the chicken or the egg? Were you a railfan who became interested in modeling, or were you raised with model or toy trains and then became interested in real trains? Or was it a combo?

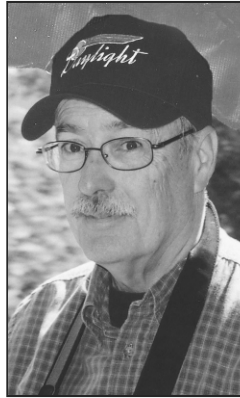
In my case, it was the combo. I have to thank a grandfather and a great uncle for hauling me trackside to a spot along the Pennsylvania Railroad mainline just east of Pittsburgh. It was a back road pulloff at a place on the Pennsy called Radebaugh which is the location of RG tower between Greensburg and Jeannette. At the toddler stage I'd stand in the front passenger seat of their cars (no seatbelts or car seats in those days) and peer out the front or side windows awaiting a plume of smoke in the distance or a yellow headlight signifying a westbound train coming from Greensburg and heading upgrade toward Jeannette and then Pittsburgh. Oh, of course, there were eastbounds too, but the westbounds had to exit a single or double track tunnel before blasting by our viewing spot. I would be bouncing up and down on the car seat while uncle or granddad calmly read the morning Pittsburgh paper propped against the steering wheel. I also vaguely recall mid-train and rear-end helpers on some of the westbound freights — most likely L1 Mikes or I1 Decapods.

And then there were those mournful whistles echoing over the western Pennsylvania hills drifting to ears of a sleeping or napping youngster in the homes of either relative. Until the mid-'50s I can recall these sounds a couple of miles from my great uncle's home and only about a half mile from my grandfather's home at a place called "Dead Man's Cut" in Jeannette.

Further real rail stimulation to me was the proximity to both relatives of the iconic West Penn interurban line that ran between Greensburg and Jeannette. In the mid 1940s with my dad overseas in the Pacific, I alternated living with my mother at my uncle's home in Woodlawn (halfway between Jeannette and Greensburg) and at my Grandfather's home in Jeannette. The West Penn ran in front of both homes so I vividly recall seeing the sparking wires at night and hearing the metallic rumbling of the heavy orange interurbans. I recall riding the line with my folks for shopping trips in either town, and one time by myself from my uncle's home to my grandfather's. I was about 9 when the West Penn was abandoned in 1952, but I still recall the sights and sounds and for years after I would note the still existing abandoned trackage during car trips.

In my case most of these *railfan* memories preceded the toy train phase of those early years, so I guess watching and hearing real trains were my first influences. But toy trains came along by the late 1940s and early 1950s that must have reinforced things.

Along came my first toy train set in 1949, given to me by my parents, who by then had moved to Michigan. It was a basic O-27 Lionel 2-6-4 short freight set I found under the Christmas tree that year. Then a year later my great uncle back in Pennsylvania surprised me at Christmas with an American Flyer



circus train set with some added accessories. In addition to my own set, during the annual holidays my uncle put up an elaborate Lionel setup for his son who was two years my junior. We usually traveled from Michigan to Pennsylvania for Christmas since most of the relatives lived there. For this reason I rarely had my trains set up at the Michigan home, but regardless the seed was planted.

Fast forward: I became an HO scale model railroader in the mid-50s after seeing articles in RMC and MR discovered in my junior high library. I began building layouts in my parent's basement until I went away to college in 1961. In college I picked up some good black and white cameras and became a railfan taking photos of the real railroads around my college town of Athens, Ohio, and back in Michigan during the summers. By this time I had my own car which further enabled my interest in railfanning.

I was disappointed that the steam era was ending just as I was able to railfan so I had to see most of my steam engines in photos in *Trains* and *Railroad* magazines and in the prototype articles in the model magazines. Both my early tinplate locomotives were steamers, but my first HO engine was a diesel. Several Penn Line and Varney steam engines soon followed. The tinplate sets were sold off during my college years.

My dream of seeing real steam locomotives was rekindled when moved to eastern panhandle of West Virginia in 1971 which was smack dab in the middle of some steam tourist lines and very close to some railroads which began running mainline steam excursions. I joined two model railroad clubs whose members were also railfans and there were several trips to see steam at the East Broad Top, Strasburg and Cass tourist lines. In the 1970s and early 1980s mainline steam fantrips were all around me — on the Western Maryland, B&O (Chessie) and Southern in particular. These were chased, ridden and photographed using both black and white and color slide cameras.

So over the years it was watching real trains, then having toy trains, then modeling trains in scale and railfanning at the same time. Today I still model those formative years of the 1940s and 1950s, and I'm also still a railfan — even of today's modern railroading. My first love though is still steam with a soft spot for trolleys and interurbans. And this trend continues today as I model the transition era in S with both steam and diesel. My early railroad and model railroad experiences were pretty much fixed by 1958 which is the year I model. 🚂

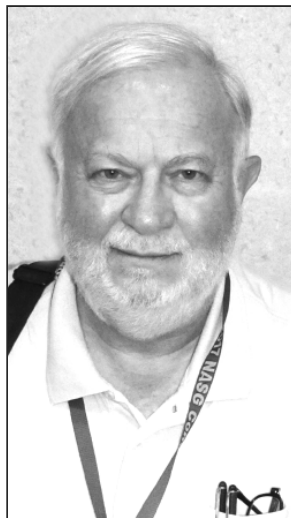


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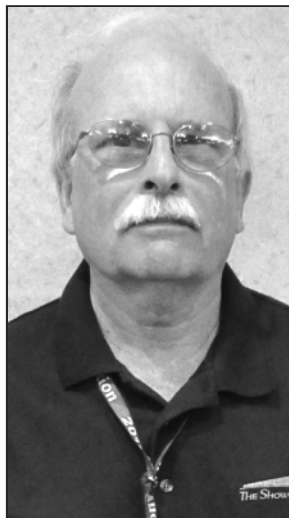
*Will Holt
President*



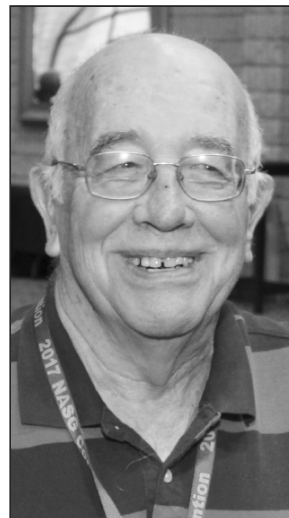
*Michael Ferraro
Treasurer*



*Jeff English
Eastern Vice President*



*Jay Mellon
Central Vice President*



*Bill Roberts
Western Vice President*

President, Will Holt

Will Holt, NASG Central Region Vice-President for the past two years, was elected to the office of NASG President. An active voice for members of the Central Region, he regularly contacted new members welcoming them to NASG, offering members of the region any assistance that they needed and assisting with encouraging lapsed members to renew.

As regional Vice President, Will had on-going contact with local S clubs in the region, offering NASG assistance to them wherever possible and providing growing and on-going communications

between local clubs in the Central Region and the NASG. He will support national shows and other activities for the Promotions Committee and also support the activities of all NASG committees.

After retiring from a 40-year career in the audio visual and meeting industries, serving numerous major corporate clients, Will can devote the time necessary to lead the NASG.

Will remains an active member of the Chicagoland Association of S Gaugers as well. In the past he has served as the CASG as secretary, vice-president and president.

Treasurer, Michael Ferraro

Like most baby boomers, Michael received his first American Flyer train set for Christmas at an early age. He and his father set up a layout at Christmas every year. At some point he sold his Flyer trains and took up the scale side of S. He joined the NASG in 1979. He became Treasurer in 1981 and served in that position for eight years. He served as President of the organization from 1989 until 1993. He started the NASG Brass Car Project with Don Thompson and Jim Kindraka, and was a co-founder of S Helper Service with Don Thompson in 1989. They ran SHS until 2011. Running SHS allowed him to get back in touch with the hi-rail side of S.

Eastern Vice President, Jeff English

Jeff grew up with American Flyer, but as a young adult spent twenty years in the wilderness misled by HO modelers before coming to his senses in 1990. Since then he has missed only two of the last 27 NASG conventions. While his personal activities are focused on scale prototype modeling, he does own some Flyer and is committed to the fundamental spirit of the NASG, uniting the various interests within the 1/64 world. He will represent the diverse interests as a member of the board. Jeff is currently chair of the Contest Committee.

Central Vice President, Jay Mellon

Jay started out in S modeling with American Flyer in the 1950s. He took a break from this activity for 25 years to pursue a career in research science. He is now retired from that. He is a co-founder of the Crescent City S Gaugers of New Orleans and presently serves as the club Coordinator. His interests in S modeling have evolved over the years more to the scale side, but he still has an interest in the historical aspects of Gilbert American Flyer production. He is currently building a switching layout at home. His favorite *Fallen Flag* is the MoPac RR, but also has interests in the SP and UP roads. He has been a member of NASG for 26 years and NMRA for 15 years.

Western Region Vice President, Bill Roberts

Bill began in the hobby in 1963 with a Nimco box car kit from Branch Line Trains in Memphis. He followed up with a Rex Dockside and other kits from the Hobby Shop in St. Alban's, Vermont. When he started his business career he put everything away in a box. He got back into the hobby with an American Models FP7 while he was working in San Francisco. He connected with the Bay Area S Scalpers and attended his first NASG convention in Sacramento in 1985. He has become more involved in the NASG since then. He enjoys being a member and attending conventions. He wants to help the NASG to meet the needs of its members.

MUSINGS FROM THE YUKON



By Monte Heppe
Executive Vice President

I just got back from a tour of the Yukon and Alaska. An early stop was in Dawson City where I saw an interesting building on the waterfront that I think would make an interesting model. It is abandoned but it still shows some interesting details. It is also fairly small. I estimate it to be about 45 x 34 feet. The exterior of the building is pressed tin with all sorts of interesting architectural details that would be challenging to duplicate. This building was originally a branch of the Canadian Bank of Commerce but could be modeled as an office building or store.

Only the front and the left side have the architectural details. The back and right side are corrugated tin applied vertically and have no windows. There was an outside enclosed stairway on the left side. I have included one picture to give an idea of the building. I can e-mail a set of photos to anyone who would like to try building a model.

If you ever get to Dawson City, be sure to check out the information center where they have a model of the narrow gauge railroad that served the surrounding gold fields.

At Skagway, we rode the 3-foot narrow gauge White Pass & Yukon Railroad to the top of White Pass. While most of us are familiar with this railroad, you don't really gain an appreciation for how difficult it was to build until you ride it and see the shear

cliffs rising up to 5,000 feet along the narrow valley it follows. The track rises to a summit of 2865 feet in 20 miles. Originally built to carry hopeful miners and their supplies to the gold fields of the Klondike, it is now a tourist attraction. However, from the date of its completion in 1900 until 1981 it provided a transportation network throughout the Yukon Territory. A subsidiary of the railroad owned many of the steamboats plying the Yukon River. The WP&Y hauled considerable amounts of freight to and from the Yukon Territory and ores of various metals, mostly tin and zinc from the Yukon to an ore dock in Skagway. The cruise ship dock at the far west side of Skagway harbor is still referred to as the Ore Dock. The road was the first to use containers to ship freight. The containers would be sent to Skagway by ship or barge where they would be transferred by cranes to railcars.

The WP&Y would be a candidate for a spectacular model railroad, with the right of way on narrow shelves cut into sheer cliffs and bridges and trestles spanning gorges of up to 900 feet wide and grades of up to 4%. Pick a time period in the early to mid 1900's and the mix of freight and passenger traffic would offer lots of operating possibilities. Excursion trains were also operated in this time period. 

The White Pass and Yukon Route Railroad by Graham Wilson, available from Amazon, is the source of the above information and contains a brief history of the road and numerous pictures of its early days.

The White Pass and Yukon Route, A Pictorial History: 120 pages with text by Stan Cohen — *Bill Winans*

Railmaster Exports of New Zealand has pewter and brass kits of several WP&Y locomotives in Sn3. www.railmaster.co.nz



COUPLER UPGRADE



Simple Kadee Coupler Upgrade

By Steve Monson, Brooklyn Park, Minnesota

In the early days S scale used couplers such as Devore, Culp and dummys. When HO Kadee couplers came out many S scalers realized that even though they were undersize they were still better than anything else available. John Bortz replaced the glad hand with a longer one that made the magnetic and delayed action features work on S gauge equipment. By 1963 he was selling these to other modelers in S.

From then on many people used the Kadee couplers exclusively on their new equipment, and started switching their older equipment too. I talked to John about his business and how it must be exciting to sell couplers to the entire S scale community. What better way to feel the pulse of the S scale market than through coupler sales.

Today most of us older S gaugers have rolling stock with a mix of HO converted couplers and Kadee and S Helper S scale couplers. They are more or less compatible with each other. Some of the older ones don't center very well, but we get by.

It isn't hard to mount the newer S scale couplers onto old boxcars and reefers. (Hopper, tank and ore cars are harder). But needing to locate the materials and the right tools makes it easy to procrastinate. This article will help to make it simple and speedy. If you do a few cars at a time, each one will only take 20-30 minutes or so.

Photo 1 shows the typical construction with a coupler pocket and two small wood strips. Some of your cars may have those all in a one-piece end sill. On one end of the car is a brake wheel with its shaft glued into the pocket. This assembly is nice, and I hated to throw away the coupler pockets or end sills from my cars. I remember it wasn't all that easy to install those couplers. It took a lot of filing and a hole needed to be drilled and tapped. In the end, however, I decided that the increased performance from the full size S scale Kadees was worth it.

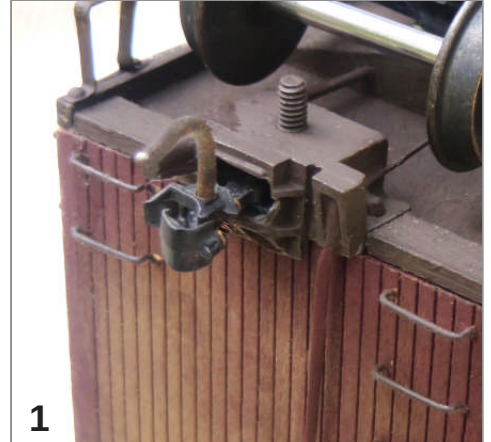
Prepare by gathering the following items:

- | | |
|---|------------------------|
| 1) Choose your favorite reefers or boxcars that still have HO couplers. | 6) Hobby knife |
| 2) Order enough Kadee 802 couplers from your dealer or eBay. | 7) Small pliers |
| 3) Purchase a package of #0 x 1/2" wood screws. | 8) Tweezers |
| 4) Get a 1-foot strip of 1/16" x 3/16" wood. | 9) Black paint |
| 5) Place a 1/32" drill (#68) or a little larger in your pin vise or motor tool. | 10) Small paint brush |
| | 11) Elmer's white glue |
| | 12) Super glue |

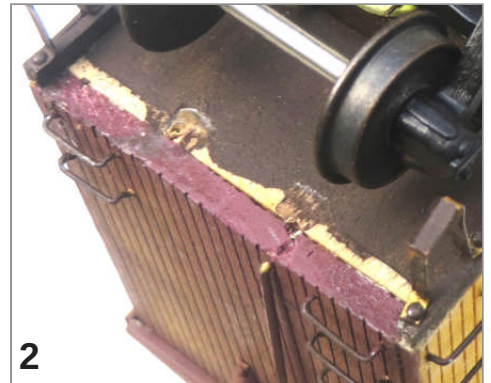
Procedure

- 1) Remove the trucks making note of any washers that were used to give the proper coupler height.
- 2) Break loose the brake wheel rod from the coupler pocket. Make a 90 degree bend 3/16" from the end. Drill a hole just above the coupler pocket. Add a drop of super glue and insert.
- 3) Remove the end sills (or coupler pockets with wood strips). They usually are held on with two small wood screws or else they are just glued. Scrape the floor of the car flat and clean with a hobby knife. See photo 2.
- 4) Use the Kadee coupler pocket as a template to drill two pilot holes for each. I used just the two holes on the sides of the pocket.
- 5) Assemble coupler with spring into each coupler pocket and attach to car with #0 x 1/2" wood screws.
- 6) Cut 1/16" x 3/16" wood strips to fit and glue to car with white glue. See photo 3.
- 7) Paint the wood strips to match the bottom of the car.
- 8) Check the coupler height with a coupler gauge or your other cars and adjust if necessary with washers between the trucks and car body.

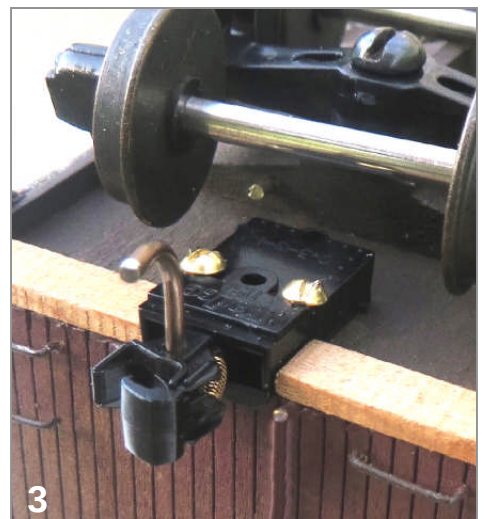
I am sure that you will be happy with the improved operation. They will couple more reliably and they will stay coupled better on track with elevation changes. 🚂



This photo shows a typical mounting of the HO converted couplers. It was a bit of work to get the coupler to fit in the pocket, and often it didn't center very well. But when finished it looked nice.



The coupler pocket has been removed and the surface smoothed. The brake wheel shaft has been bent and inserted in the side just above the old pocket.



The larger S scale coupler has been mounted with two wood screws. Small wood strips are glued on each side. All that is left is to touch up with paint and check the coupler height.

UPDATE OF THE NASG LIBRARY

Mobley Digital Library 2020 Project Launched



By Michael Greene,
NASG Librarian

I am pleased to announce that the **Russell M. Mobley Memorial Library** has launched a project to convert as much of the Library holdings to digital formats as possible. This has been a personal goal of mine since I accepted the position of Librarian, but only recently have suitable scanners (both in size and speed) been priced within reach.

This project has four objectives:

- The preservation of the Library holdings, many of which are older paper documents that will continue to deteriorate.
- Increase the availability of the Library holdings to our members and the S modeling community by making the source documents available on demand via the web, instead of just an online catalog listing.
- Expand the Library's digital holdings via contributions from other sources.
- Introduce a new and expanded online, integrated, searchable index for all S periodical publications that the Library holds in its collection.

Phase 1 is targeted for completion in 2018. Phase 1 is focused on the conversion of the Library's holdings of kit instructions, catalogs, data sheets and similar items. Once we have a substantial amount of the Phase 1 items indexed, scanned, and cataloged, I plan to work with the NASG webmaster to deliver them via the NASG web site.

Part of the Phase 1 activities is extending the Library's virtual catalog by scanning and creating digital copies of older kit instructions and catalogs obtained from other modelers. As we move into the digital world, we open the possibility of digital holdings based on submissions from others. We have already begun this in some of the responses to library requests during this past year. For example: When the Library did not possess a specific kit instruction requested and we were able to obtain it elsewhere.

All scanned documents will be high resolution in Adobe PDF format, and we are currently planning a second step in the process (later in 2018) to convert all PDFs to Archival PDFs (aka, PDF/A format), which is better designed for long term preservation of PDF files, while still allowing their use by anyone with a PDF reader.

To date we have scanned more than 1000 pages considering all items (library holdings and non-library holdings), and will continue scanning over the next many months. While we are in the conversion process we are making available access to our staging repository, where patrons can retrieve items as

they are added to the digital collection. This repository and the web pages supporting it are and will be under constant revision as we improve indices, structure, etc. Most of it is data base driven, so changes will appear in both the user interface, as well as under the hood in the catalog and indices (e.g., as we add new indices and ways of searching), and of course the contents will grow as we add more documents. Note: once a document appears in this repository, it is expected to remain. Please visit the Staging Repository at any time:

<http://www.mobleylibrary.org>

Additional phases beyond Phase 1 are planned to address back issues of out-of-print magazines and other holdings. More details on those in the future.

Also in development as part of this Project is a new, consolidated online, searchable periodical publications index. This effort is combining the indexing work done by prior Librarian Dick Karnes with indices for additional publications in development, and online search capabilities via a web site — again database driven. The Mobley Library S Publications Online Index will make it easier for patrons to find articles of interest across publications. In addition, over time we plan to bring full text copies of articles online linked right into the index (where allowed under copyright or rights granted) with priority given to those most requested from the Library. We expect to bring the pilot version of this Phase of the Digital Library 2020 Project online this year with existing data and some small additions.

In all cases we will take care regarding copyrights, and obviously some of the Library holdings will not be transferred to digital format. Their publishers either have not allowed it or their publishers have their own active commercial offers for access to back issues of the publications. In these cases the library will continue to respond solely to request for articles (preferred) or issue loans (only when required).

You can get the more details and stay up to date with the latest information on this project, including ideas for future phases, at our **Staging Repository** web site above.

Other Library Updates

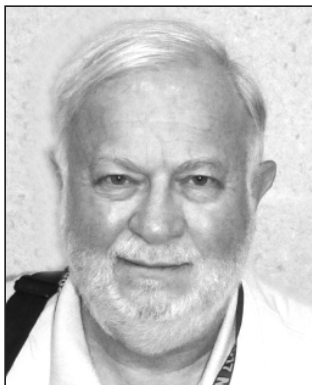
The Library's holdings continue to grow with contributions from others. Special thanks for Daniel Waskes for his contribution of a full set of Narrow Gauge & Short Line Gazettes! And many other modelers and longtime members of the S community have helped us fill our gaps in kit instructions, catalogs, out-of-print S magazines and other items.

The Library is also currently building a collection of back issues of Railroad Model Craftsman to support requests for articles from that publication.

I've recently added a 11"x17" scanner and printer to my home office equipment, so the Library is now better able to scan, copy and distribute large format items when required.

As always if we can be of assistance, please do not hesitate to contact me via email at library@nasg.org or via paper mail at: Russell M. Mobley Memorial Library, P.O. Box 2011, Leesville, SC 29070. 📧

PRESIDENT'S MESSAGE



By Will Holt, President NASG

What should the NASG be doing? This is a question most easily answered by simply looking to our constitution.

Our constitution was originally adopted at the time of the organization's incorporation in 1976. Although somewhat paraphrased, the stated purposes are: "to promote S model railroading, to promote fellowship among S model railroaders, to

establish standards for S model railroading and to foster closer relationships between S model railroading manufacturers, suppliers, publishers and consumers."

It is that simple. While the ways to achieve these purposes have been justifiably adapted over the years, they have remained unchanged for all of our fifty-plus years.

We need to do much, much more to advance these purposes.

Many of our committees have accomplished projects that addressed these purposes. Too few of the successful projects have ever developed into ongoing programs. What is the difference? A project is a one-time activity. A program is a continuing series of related activities. While a project may have a significant impact, it has a one time impact. Take a project and make it into a continuing program and the significant impact is now the base for adding more and more impact.

Further programs provide a high degree of consistency. For example, look at the history of the association's participation in the National Association of Model Railroaders' National Train Show. In the 1980s and 90s it was a project assigned to a volunteer S model railroader in the locale of the show as it traveled each year from city to city. One year, a 10-foot by 10-foot booth was full of examples of products available to S. The measured results from that year indicated that more than 60 individuals were now giving serious consideration to becoming S gaugers. The next year was a 10-foot by 20-foot booth. It included tables with a prior NASG convention car and some literature. That was all. In the latter S did not look as attractive to the attendees nor were there were any measurable results. Now NASG presence at the National Train Show is an ongoing program managed by the Promotions Committee. S has had a consistent quality of presentation and is getting more attention each succeeding year.

The conversion of any successful, one-time project into an ongoing program is necessary to produce the best possible long term results. That requires more dedication from the Board of Trustees, committee chairmen, committee members and the entire membership.

There are several programs that the committees wish to initiate. There are others that should be expanded. None can move forward since they will require time — time that can only be available with more volunteers from the membership. We need to put great emphasis on that point; we desperately need more members to step forward and get active in the NASG.

Why should you step up? First of all, it is your organization. Additionally, any S model railroader has one or more skills that are ideally suited to one NASG activity or another. Often, the activity that your skill set matches might only require an hour of time here and there. Next, every one of us has a desire for an S product that is not currently produced. By bringing more individuals into S, the first priority of the NASG, we will expand the potential buyers for S manufacturers. With an expanded consumer base, manufacturers will offer more new products, probably fulfilling at least a portion of your wish list.

What are the opportunities? You need to simply take a look at the committees of the association. Decide which committee's activities most closely match your skills and interests. The committees? Constitutionally mandated standing committees are elections, conventions, standards, contest, service and promotions. All of these are in need of additional personnel and a couple are currently without a chair or, even worse, no committee members at all!

Current ad-hoc committees are The Dispatch, Lionel/American Flyer car project, library, membership, NASG company store and web site. Any of these committees would welcome additional help. Additionally there are a couple of now defunct committees that in all likelihood should be resurrected.

There is the old adage that in any largely volunteer organization, 10 percent of the members do 90 percent of the work. If NASG was anywhere close those numbers we would more than double the members active in the organization.

When will you step up? 

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MORE PRODUCTS

Sandy Point Models is offering a Southern Pacific Power House Kit.

This is Sandy Point Models first kit. It was developed from drawings of the power house at Mount Hebron, California, made in 1924 and a photo of the power house at Wendel, California. This building was a common standard Southern Pacific power station, which supplied steam and electricity to other buildings in the area, typically maintenance structures such as shops and repair facilities at remote sites.

The basic structure is made from parts laser cut from various materials, with contoured paper corrugated siding applied over MDF for the walls. The oil tank in the picture is included, along with other cast resin parts. This is an intermediate level kit.

You can purchase this kit in S scale for **\$99** from our web site, **sandypointmodels.com** It is also available in O scale for \$119.

If you would like to preview the instructions, they are available for download on the website.



Monster Modelworks New S Scale Kit Railway Express Agency Background Flat Kit

This multi-level REA background flat is perfect for any layout. The kit represents the track-side of the structure, ready to receive shipments.



Dimensions:

14" wide by 4 1/2" deep by 3 1/4" high

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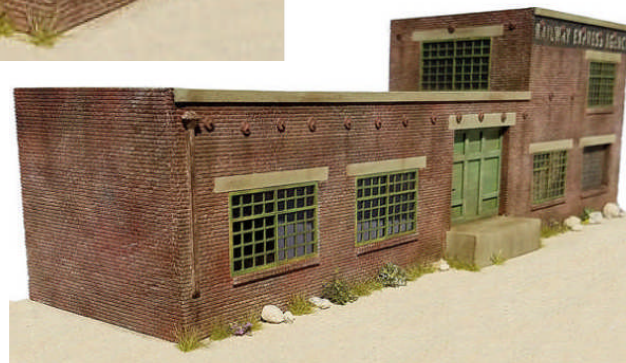
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NEWS FROM THE NMRA



**A few words from
Charlie Getz
President of the
National Model
Railroad
Association**



Exciting news on the Gallery Exhibit and Library!

It's been a long process but I'm happy to announce that the long-promised **Gallery Exhibit** and **Kalmbach Memorial Library** move are finally underway. The Exhibit was first proposed over a decade ago. Benchmark Publications publisher and MMR Bob Brown once said: "To attract people to our hobby, you must show them what we do." We know from the success of Train Shows and the World's Greatest Hobby campaign, such public exhibits work well and inform and excite the public about our hobby.

Implementation delays were due to a problem that involved CSRM's parent agency, the California Department of Parks and Recreation. Apparently, DPR, for noble reasons, did not spend all of its appropriations, retaining funds in a reserve account but not reporting that to the Legislature. The resulting "scandal" ended up in a widespread change in management.

Fortunately, the new managers were as interested and committed to the Exhibit as were their predecessors, and after much patience and entreaties, CSRM management worked out all of the obstacles preventing final approval and in late June, we finally received the long-promised agreement authorizing the Exhibit. The BOD approved this agreement in an unanimous electronic vote.

The agreement could not be more fair nor inclusive. I am happy to report all of the elements I have described or represented over the years are included. There is no cost to NMRA for the space provided and utilities/outside maintenance will be performed by CSRM. We will be responsible for interior maintenance, which we prefer. We will own the exhibit, which can be moved and used later in a permanent Museum. Although they no longer do so, CSRM has agreed to administer our Library and as promised will:

"... allow members of the NMRA to have access not only to the NMRA collection but also to the CSRM Library and collections within that library under the Library's current policies and procedures." (Para 3C)

To ensure access, we have agreed to fund a partial position at the same cost as our former librarian, to ensure good access for our members and handle any attendant Exhibit maintenance. CSRM has also pledged to negotiate:

"the extent and nature of any solicitation messages or graphics, which can be displayed to explain to the public the purpose of the gallery Exhibit and the future plans of the NMRA toward a permanent museum. The Parties also anticipate that the CSRM Museum Store may carry merchandise items related to the Gallery Exhibit. Such items could include, but are not limited to, publications, graphics, books or products which might be of interest to the public." (Para 6)

We are also able to use any CSRM artifacts as part of the exhibit and storage space will be provided for us to refresh the Exhibit as needed. Truly, the parties agreed that it is of mutual benefit to establish this Exhibit "... which will provide educational and interpretive visitor services, and complement the CSRM existing Small Wonders 'The Magic of Toy Trains' exhibit." (Recitals)

So what? Well, CSRM and Old Town Sacramento is the 6th most popular tourist destination in California, with the museum attracting over 600,000 paid entrants a year. Many of those visitors are seniors and children. It took World's Greatest Hobby 10 years to attract a million visitors, an excellent record. The Gallery exhibit will be exposed to a million visitors in less than two years! Those visitors will see and experience a world-class exhibit of the best of four hobby and some of our history. This Exhibit is not the Howell-Day Museum but is a taste of what that museum might contain. With tie-ins in the Museum shop, interested visitors will be able to find literature and resources about model railroading and the NMRA.

I can think of no better marketing tool for our hobby. We could not buy this space or exposure at a world-class museum like the CSRM for any price, but the space is free. We provide the exhibit, which we will own. Yes, the exhibit price is daunting. Yes we need your support and tax-deductible donations. But with those dollars help ensure a future for our hobby and renewed importance for the NMRA. There are so many benefits to this effort, it would take many columns to describe them. Suffice to say, we are on our way. We expect the Gallery Exhibit to open by Summer of 2018. The Library should be open and functional later this Fall.

We value your membership and your feedback. Whether you agree or disagree with me, we always welcome your thoughts, insights and comments. As I always say, "those are my thoughts, what are yours?" — Charlie 



Dispatch Editor Bill Pyper takes in the S Gauge exhibit at the California State Railroad Museum in June 2015.

ANNUAL REPORT

By Bill Pyper, Editor, NASG Dispatch

For the first time since taking the Editor job in 2013, the NASG Board of Trustees has asked for an Annual Report. This is what I submitted:

ANNUAL REPORT

August 1, 2016 through July 31, 2017

2016-17 was a good year for The Dispatch. Beginning with the July-August 2016 issue I added extra pages on-line which can only be read by members. This enables me to provide the members with more content without incurring more printing costs. This has been well received and I have gotten many compliments from readers for this.

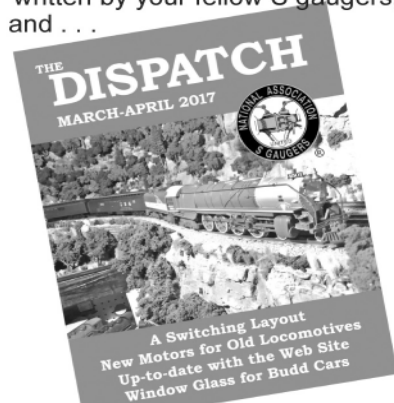
The several regular contributors, including Ed Kirstatter, Jim Martin, Steve Monson, Peter Vanvliet, Monte Heppe, Brooks Stover and Jeff Madden have made my job easier. There are several others from whom I can count on for at least one article per year.

Special recognition is due to NASG member Joe Kimber, a master draftsman, who has supplied The Dispatch with many fine layout drawings, schematics and graphics.

When I took over as Editor of The Dispatch I had hoped that my efforts at improving the appearance and content of the magazine, plus getting it out on time, every time, would have increased membership. While membership has increased some, it is less than what I had hoped for. If the Board of Trustees will approve the funding, I am going to run a small ad in S Gaugian magazine. I have included the cost for this in my proposed budget. Don Heimburger states on his rate card that S Gaugian reaches 3,500 modelers. That's at least 2,000 potential new NASG members. Narrow Gauge and Short Line Gazette, Train Collectors Association, and Toy Trucker & Contractor all advertise in S Gaugian and I believe that we should also. The proposed ad is illustrated to the right. Hopefully it will attract many enthusiastic new NASG members. 

JOIN THE NASG

The National Association of S Gaugers Membership includes six issues of The Dispatch magazine where you can read inspiring articles written by your fellow S gaugers, and . . .



Free classified ads for members, a Calendar of events and more.

For a sample copy e-mail to dispatch@nasg.org or write to B. Pyper, PO Box 885, Salem, OR 97308

EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

TWICE THE TALENTS by Roger Carp in the September 2017 issue of **CLASSIC TOY TRAINS** tells the story of the "fantastic results when Rich and Nancy Parsons blended their skills" to build a fabulous American Flyer layout. Five pages of text enhanced by five photos taken by Nancy and a track plan by Kellie Jaeger make this a must read.

CTT's **WEEKEND WORKSHOP** devotes two pages to **American Flyer Truck Rehab**, or "How to repair broken American Flyer die-cast trucks." Step-by-step instructions by Lee Olson are illustrated with six photos. This valuable information is on pages 54 and 55 in the September 2017 issue.

RETURN OF AN S GAUGE STANDARD is a product review by Bob Keller of the MTH S gauge EMD F3 diesel locomotive in the September 2017 issue of **Classic Toy Trains**. The article is two pages in length with a side-bar that reads "This model was a little gem rolling down the line. It looks good and has ample scale like detailing."

SIMULATE RUBBER ROADBED, also in the September 2017 CTT, is not S specific but is valuable information for any gauge. It may be of particular interest to American Flyer operators wishing to install an inexpensive noise-deadening roadbed. Authored by Jim Steed, it describes how to use insulation tape for roadbed.

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NASG AT THE WGH ON TOUR

By Greg Klein, NASG Promotions Chairman

The World's Greatest Hobby on Tour (WGH) is part of the program sponsored by the model railroad industry to encourage entry into model railroading as a family hobby. Since the premier 2004-2005 season, this series of more than 60 shows has visited 22 states. It has returned to some markets three to five times; usually once every 5-7 years. Paid attendance has almost always exceeded 20,000. With the 2017 attendance recorded, 2 shows have seen more than 25,000, 14 more than 30,000 and two topped 40,000.

The 2017 schedule included four markets, three in the western United States and one in the southeast region. The shows continue to have some 60% of their attendees as individuals and families that have never been to a train show before; with many considering entering model railroading as a hobby.

The NASG (National Association of S Gaugers, Incorporated) again contracted for 10-foot by 20-foot booths displaying an operating layout and a large representation of the products that are available for S model railroading. The sample products shown included numerous locomotives (Scale, Narrow Gauge and Hi-Rail), freight cars (Scale, Narrow Gauge and Hi-Rail), Passenger Cars (Scale and Hi-Rail); samples of Scale and Hi-Rail track systems; a variety of structures and scenic accessories; and many die cast vehicles including automobiles, trucks, construction equipment and agricultural equipment.

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

In addition to the NASG, all shows have a large booth from Lionel that includes American Flyer (often immediately adjacent to the NASG booth), a large booth by MTH Electric Train with MTH S Gauge (sometimes adjacent to the NASG booth). During the 2017 series other exhibitors with S products available have ranged from five to nine in number per show. There also were local clubs with S layouts at two of the shows.

The NASG National Shows Coordinator from the Promotions Committee, Will Holt, recruited NASG members to act as booth coordinator and additional members to assist with staffing the booths for the four two-day shows.

The first show on the 2017 schedule was in Atlanta, Georgia on January 7 and 8, and held at the Georgia World Congress Center. Because of bad weather, attendance was only 15,719. Booth coordinator was Will Holt and assisting him were NASG Promotions Committee members Joe Glenn and Greg Klein.

Continued on the next page

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NASG AT THE WGH ON TOUR

Continued from page 15

The Georgia Division of the Atlantic Coast S Gaugers and the Crescent City S-Gaugers operated their Hi-Rail layouts for the Atlanta show. Thank you to these clubs for their participation at that show.

The second show was in Seattle, Washington at the Washington State Fair grounds. During the two days of the show, January 21st and 22nd, 23,214 people visited the exhibits. Don Miholovich was the NASG booth coordinator and he was assisted by Cheri Warner, Charles Wilson, William Rowe, David Helgeson, Roger Nulton, Phil Johnson, Paul Vaughn, Darrel Gordon, Steve Cox and Bob Plemons either in the booth or with the loan of S scale products for display. There was no S scale club operating at the Seattle show.



Staffing the Seattle show in back were Charlie Wilson, Cheri Warner, Phil Johnson, Bill Rowe, and Darrel Gordon. In the front are Don Miholovich and Roger Nulton.

On February 4-5, the Phoenix Convention Center hosted the next stop on the tour. With an attendance of 19,795 it was the largest train show ever in Arizona. The booth coordinator for this show was our president, Bill Winans. Others working in the booth were Barbara and Dave Baule, Roger Meekhof, Paul Frank, Norm Delucchi, Bob Cochran, Karl Wuepper, Jim Ingram and Ron Beldner. There was no S scale club operating at the Phoenix show.

The final weekend of the tour, February 11-12, was at the Los Angeles County Fairgrounds in Pomona, California. Attendance at the show was 23,327. Walter Olson was the booth coordinator and he was assisted by Dave Ott, Marty Chin, Bob Knee, and Jeff Smith. The Southern California S Gaugers displayed their modular layout. Walter mentioned in his report that a majority of the American Flyer enthusiasts from TCA and TTOS stopped by the booth and complimented the NASG for promoting S gauge. Thanks to the SCSG for their participation.



Above: Layout at the NASG booth at the Seattle WGH show.

Once again, the greatest disappointment concerning the NASG participation in these shows is the extremely poor participation of vendors selling new S scale related products. Also of concern is the limited response we receive from NASG members when asked to participate in the booth. While the lists of names may look great, a significant number of the individuals are not members of the NASG. It is hoped that these individuals who gave their time to help with the booth may also become future members of our organization. Finally, the more NASG members assisting with staffing the NASG booths, the more effective the booths can be in growing the S model railroading population and the NASG membership as well.

The 2018 show schedule has been announced and will be at the following four locations during January through March 2018. First up is Monroeville, Pennsylvania on January 6-7, at the Monroeville Convention Center. The second one is in Charlotte, North Carolina, January 13-14, at the Park Expo and Conference Center. WGH is back again in Houston, Texas, on February 3-4, at the NRG Park Arena. And the final show is in Edison, New Jersey, on March 10-11, at the New Jersey Expo Center.

Hopefully more NASG members will realize the value of promoting our segment of the model railroading hobby and step up during the 2018 season. The more S model railroaders there are, the more products will be available to us all, which will ultimately bring more individuals and families into S. 🚂

Below: NASG booth at 2014 WGH show Novi, Michigan.



2017 NASG ANNUAL CONVENTION

Report by Jeff Madden, Editor Emeritus

The Birthplace of American Railroading was the theme for the 2017 NASG Annual Convention held in Baltimore, Maryland. Featured were three tours to the historic railroads at Strasburg, Pennsylvania, Steam into History at Stewartstown, Pennsylvania and the B&O Museum. The convention was hosted at the Radisson Hotel in Timonium, Maryland, by the **Baltimore American Flyer Club** and the **Washington and Old Dominion S Gaugers** with over 300 attending. Baltimore club member **David Blair** was the chairman who was always present and very helpful. With the able help of other club members, things went smoothly.

Layouts at the Hotel:

A large atrium area was the location of three large layouts and two smaller ones. Two of the larger hi-rail layouts were the **North Penn S Gaugers** 24' x 34' and a 12' x 28' one brought in by the **South Jersey S Gaugers**. The other large layout that featured American Flyer original track and many push-button operating accessories was brought in and manned by the **Atlantic Coast S Gaugers, Tidewater Division** members. Measuring 26' x 34', its many operating accessories attracted a lot of attention from youngsters and oldsters alike. The North Penn layout and the South Jersey layouts featured the more recent realistic hi-rail track from various manufacturers. A very nice scratchbuilt Reading T-1 model 4-8-4 steam locomotive built by the late Frank Titman was seen running on the North Penn layout. The most realistic scenery was observed on the South Jersey pike.

The **Atlantic Coast S Gaugers, Carolinas Division**, provided a compact American Flyer over and under layout, and **Promotions Chair Greg Klein** brought the modular NASG layout. This layout is not to be confused with the shelf-like NASG switching layout that has been displayed at shows by Alan Evans. This one resides with Will Holt at present.

Continued on the next page



Above: South Jersey S Gaugers displayed and operated their 12 x 28-foot layout in the lobby. Photo by Bill Lane



The Tidewater Division of the Atlantic Coast S Gaugers brought their 26' x 34' layout which features original American Flyer track and many operating accessories. Photo by Bill Lane

2017 NASG ANNUAL CONVENTION

Layouts at the Hotel: *Continued*

There were three more small layouts located in the side rooms. One small one with a loop of SHS track was used by **Kyle Russell** to demonstrate DCC in a Flyer engine. Another small layout was brought in by James Ingram on which he demonstrated automated train controls. Executive VP **Monte Hepp** brought his Calabash switching layout on which he showed how to practice switching operations in a small space.

Clinics:

There were many good clinics covering various topics including a couple put on by noted American Flyer repair author **Tom Barker**. A clinic about T-Track Modules by **Charles Malinowski** covered the construction of a 5' x 9' lightweight modular layout that uses a loop of SHS track going around farm type scenery that is intended to attract the "Farm Toy" folks.

Carolinas Division of the Atlantic Coast S Gaugers displayed this compact over-and-under American Flyer layout. Photo by Jeff Madden



Below: The Atlantic Coast S Gaugers Tidewater Division's layout ran an American Freedom Train and an unusual consist of cars loaded with food-stuffs and pulled by an Oscar Mayer weiner mobile. Along with their many operating accessories, they also invited you to send your Smart Phone for a train ride, recording what it saw.

Photo by Bill Lane



NASG LAYOUT

The center section with the track is the NASG module. The three 2' x 4' extensions were added to each end for additional scenery. *Kyle Russell photo*



The center section was turned into an **Historic Village** along the lines of Ford's Greenfield Village with old style buildings, a saw mill, a Galloping Goose (yellow, stopped at the station on the near edge), a working farm, etc. The parking lot module was designed and developed by **Sharon Russell**. It includes a car cruise (left side) with a 50s, 60s sound track playing. More modern cars are in the regular parking areas. The American flag showing is mounted on an elevated ladder fire truck to honor the military and first responders.



The **Charles Sanderfield Award** for **S Manufacturer of the Year** was presented by president **Will Holt** to **Andy Edleman** of **MTH Electric Trains** for the re-introduction of the F-3 diesel locomotives.

Photo by Jeff Madden



Dave Blum received the **Bernie Thomas Memorial Award** which is presented in recognition of meritorious service to S scale and to the NASG. His response: "I was surprised and honored. I attended my first NASG convention in 2003. Everyone was a stranger to me, but the members and their families treated me as if they knew me all my life. I was pulled into the NASG Family. After a few years, I decided I should carry my weight within the family, and I did what I could. My only regret is I should have been active sooner. To stand among the previous Thomas award winners was warm, yet intimidating. These guys did so much to sustain the family. I want to thank every one for accepting me and allowing me to assist NASG." *Pictured below, left to right, former winners of the Bernie Thomas Award, Lee McCarty, Jim Whipple, Alan Evans, Jeff Madden, Dave Blum, Michael Ferraro, Dick Karnes and Doug Peck.* *Photo by Bill Lane*



The 2017 NASG Model Contest had 28 entries, so nearly every entry won a first or second place in its category. I would like to acknowledge the work of several individuals who gave up their time to assist. Thanks to **Sharon Russell**, who organized and obtained staffing for the contest. Thanks to **Kyle Russell** for photographing the entries. Another thank you goes to **Barry Berson**, who was responsible for seeing to it that the contest room was manned at all times. And of course there were the judges, **Paul Riley**, **Dick Schwanke**, and **Howard Zane**; a big thanks to all of these guys.

We did something different this time. We allowed conventioners into the room as judging proceeded. We figured that as long as they were absolutely quiet and stayed out of the judges' field of view, everything would be fine. This has a two-fold advantage: People who would otherwise not have time in their schedule could view the models, and members can eavesdrop and learn what's important in the judges' decision-making.

Dick Karnes, NASG Contest Chair

NASG MODEL

Best-in-show



Craftsman Class

First place and Best-in-class

William Oertly — 50' Western Maryland boxcar

Imagineering

First place and Best-in-class

Lloyd Lippert — Comet passenger set



Amateur Class

Left: **1st Place Scratchbuilt Structures**, George Glover.

Below: Scratchbuilt Structure, George Glover.



Below: **Best-in-Class**, Michael Byle's Short Auto Rack



CONTEST 2017

Peoples' Choice Award



Craftsman Class
Kit and converted — Steam
Stephen Kutash — New Haven Pacific



Master Craftsman
1st Place - Freight
Alvin Clapp - Wabash USRA Boxcar

2nd Place - Freight
Tom Lennon - Diesel Locomotives

All photos by Kyle Russell



Craftsman Class

1st Place - Kit & Converted - Diesel/Electric
Stephen Kutash - Alco PA Diesel locomotive.



1st Place - Kit & Converted - Structures
Lee McCarty



Amateur Class

1st Place - Kit & Converted
David Avedesian
Stretched Baldwin Diesel Locomotive



1st Place - Hirail
Terry McRoberts
Alco RS-3 Diesel Locomotive



2nd Place - Hirail
Terry McRoberts
Alco PA Diesel Locomotive



NASG BUSINESS MEETING

Report by Jeff Madden, Editor Emeritus

The new officers were introduced by incoming President **Will Holt**. Other newcomers to the Board of Trustees include **Jeff English** as Eastern Vice President and **Jay Mellon** as Central Vice President. The officers remaining in place are Treasurer **Mike Ferraro**, Western Vice President **Bill Roberts**, Executive Vice President **Monte Heppe**, and Secretary **Tom Oglesby**. Outgoing President **Bill Winans** and Eastern Vice President **Dave Heine** were recognized for their service.

New President Will Holt spoke of some future goals for the NASG including improving effectiveness of various ongoing programs. He stated that he hopes "volunteerism" will improve to help out these goals, especially, he said, regarding staffing of personnel and the bringing of layouts to the WGH shows around the country. One specific goal he talked about was to help manufacturers of S get their "S" product message out more to the mainstream media. It was reported at the meeting that 18 new members were signed up at the convention.

The BOT affirmed that the constitution, by-laws and the convention handbook will be reviewed and revised as necessary.

There was some discussion about having more regional small NASG layouts that could more conveniently travel to various shows. Originally, the idea was to have one layout (the NASG modular switching layout) capable of being shipped to various venues, but the BOT and others have deemed that idea as not being practical because of shipping costs and potential damage to the layout and equipment. Right now there are only two official NASG small layouts — the switching layout, which Will Holt has, and the one seen at convention managed mostly by Promotions Chair Greg Klein. The BOT will be looking into this.

Before the meeting adjourned, President Will Holt challenged all to recruit two new members including at least one under the age of 30. It was noted too that only 10 percent of convention attendees came to the open business meeting on Saturday afternoon. It's understandable as many vendors are packing up and club members are taking down layouts.

Banquet:

About 150 attended the banquet on Saturday evening and were treated to a very good sit-down meal. There were some raffle prizes given out, convention hosts recognized, contest and NASG awards given out and a presentation by the Bristol Club for the next convention. This was followed by the entertaining **Jamie Bothwell auction**.

NASG Awards:

The Charles Sandersfeld Award for S Manufacturer of the Year was presented to **Andy Edleman** of **MTH Electric Trains** for the re-introduction of the F3 diesels. **The Perles Award** for an S article in a non-S publication went to Dan Munson for his article in the March 2017 Railroad Model Craftsman on Mike Fyten's S scale layout. Honorable mentions for the Perles Award went to **Brooks Stover** for his 45-ton diesel article in the NG&SL Gazette and to **Andy Malette** for his article in CN Lines Magazine on making CNR 2-8-0 out of an Omnicon 2-8-0. CN Lines Magazine is a SIG hobby magazine on the Canadian National.

2018 Convention

Tom Robichaud of the **Bristol S Gaugers** presented a Power Point show on the next NASG convention to be held in Boxboro, Massachusetts on July 24-29, 2018. No, it's not Foxboro where the Patriots play, but Boxboro is a town about 30 miles or so west of Boston. It looks to be a good one with several prototype and layout tours scheduled. If you remember, the last New England convention was in Lowell in 2008. In 2019 (that's two year's from now folks) the convention is planned for Cincinnati. Beyond that — any volunteers? How about something out west, down south??

Tours:

The three main bus tours were to historic railroad locations: The Railroad Museum of Pennsylvania, in Strasburg, Pennsylvania; Steam into History in New Freedom, Pennsylvania and The B&O Museum in Baltimore. I did the Strasburg area tour as a self-drive on Wednesday as I was meeting some other folks up there coming in from the northeast. We ran into many from the bus tour as we visited the RR Museum of Pennsylvania, rode the Strasburg RR, toured the TCA Toy Train Museum and viewed the Choo Choo Museum 3-rail layout.

To see pictures from the tours read the instructions on page 39.

NASG INFORMATION BOOTH SCHEDULE OF 2018 SHOWS

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

January 6 and 7, Monroeville, Pennsylvania

January 13 and 14, Charlotte, North Carolina

February 3 and 4, Houston, Texas

March 10 and 11, Edison, New Jersey

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.

GREELEY'S PLACE CONTEST

This years **Greeley's Place Contest** had the common theme of **Plasticville**. Any kit was eligible. One category was **Original Build** where one built the kit out of the box and added paint and details of their choice to enhance it. The other category had to be **Kitbashed**, where significant modifications were made to the kit, or it was combined with another kit or kits, Plasticville or other manufacturers.

On the right, First Place winner in the kitbash division was **Pat Fucile** with contest producer **Jamie Bothwell**. Her winning entry **Red Hotel** is on the far right.

Both photos by Jeff Madden



Photo by Jay Mellon

Mike Marmer built the diner above and tied for First Place in the Original Build division with **Jeff Madden**, who's diner is pictured below.

Photo by Jeff Madden



There was a good number of excellent entries in the **Greeley's Place Contest**. To see them online, turn to page 39 and read the instructions.

Donations

American Models donated an Alco RS-11 diesel locomotive decorated for the Pennsylvania Railroad.

Lionel-American Flyer donated a Canadian Pacific Baldwin switcher, American Flyeroppers numbers 21 and 22, American Flyer Pennsylvania Gas unloading car, a caboose and a transformer, all from the 6-47926 mixed freight set.

MTH Electric Trains donated an EMD F-3 diesel locomotive A-B set pictured on the cover.

East West Rail Service donated a scale model of a PFE Ice Platform.

Tom Seccia donated three American Flyer repair and parts books.

Tom Barker donated autographed copies of American Flyer Repair Manuals volumes 1 and 2.

John Zurad donated American Flyer Classic Toy Trains by Gerry and Janet Souter.

www.precisionflyerrepairs.com



Precision Flyer Repairs

Specializing in S gauge train repairs, upgrades and conversions

Dave Horn 703-623-4146
precisionflyerrepairs@gmail.com

TCA
NASG

VENDOR ROOMS

By Jay Mellon, NASG Central Vice President
All photos by Bill Lane

As is my custom, I have written a report about the vendors and products available at the recent 2017 NASG convention held in Timonium, Maryland. I have no business associations with any of these vendors. Please accept my apologies for any inadvertent errors or omissions.



DesPlaines Hobbies — Ron Sebastian, above, had his usual large selection of S products at this convention. He brought many new S scale decal sets by Tichy. Check out their web-site. www.desplainshobbies.com



East West Rail Service — Al Castellani and his wife Edie Storey had window blind detail sets for American Models Budd cars as well as crossbuck/lumberyard kits. He is collaborating with Roy Meissner to develop a coal dump trestle kit which he had on display above. A Southern Pacific stock car kit is in development. Both kits should be available in the Fall of 2017.

Great Decals — Bill Mosteller produces a line of S scale decals that will help finish cars and engines from Eastern and Southeastern roads. (See page 4) www.greatdecals.com

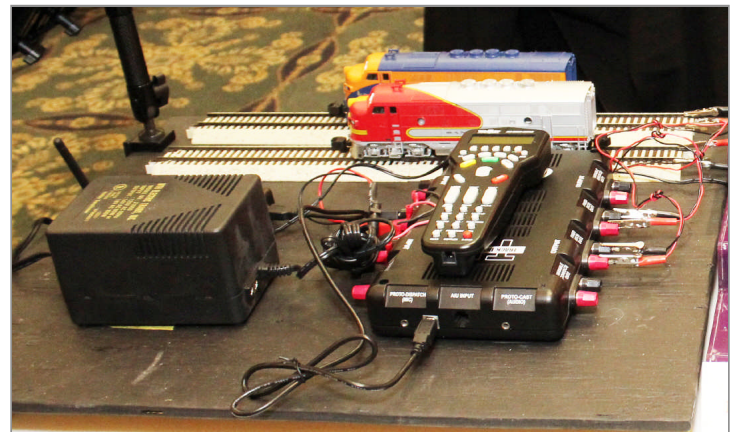
Hoquat Hobbies — Jeff Wilson still had a large selection of S product there, including special run rolling stock (SHS) and scale vehicles (trucks). Contact him to check on available inventory. jeff@hoquathobbies.com

Lehigh Valley Models — Phil Kerr had a complete selection of his S structure and detail kits.

Roy Meissner — Had a selection of his custom motor vehicles available, as well as **NASG Company Store** products.



MTH — Andy Edleman had a large display of currently available S rolling stock and locomotives. The F-3 engine models are selling well. They plan to produce an **S scale starter set**. A main focus of MTH is promoting the control of model railroads via their DCS system through an interface with digital mobile devices. (below)



Precision Flyer Repairs — David Horn offers a service for repair and upgrades of traditional Gilbert American Flyer products, as well as conversions to DCC compatibility.

Port Lines Hobbies — Doug Peck had his usual large selection of S product available, including estate sale items. A most unusual item was a Downs-produced circus train set.

The Railroad Crossing — Richard Krieg had large selection of his custom structures available for sale.



River Raison Models — Dan Navarre, right, was promoting his new brass project . . . an REA Express Refrigerator Car model. An early 2018 production run is anticipated. Also, he has received the pilot models for the **Early Berkshire** project. The production run should begin soon.

Royal Train Equipment — Had a large selection of detail parts to enhance layout scenic effects, as well as American Flyer hopper/gondola loads (coal; scrap metal).

Rumblng Rails Engineering — Robert Carter is developing a product with a 35 watt amplification system to enhance sound technology for layout effects. He is particularly focused on background sound effects (birds, bells, etc.) Check out his website www.RumblngRails.com for product availability.

Pikesville Models — Dave Blum had his usual selection of traditional Gilbert American Flyer products, as well as newer S products (American Models, etc).

S Scale Resource — Glenn Guerra was there promoting their online magazine; free downloads of pdf files are available at the website www.sscale.com.

Numerous individuals were selling items from their personal collections. Overall, there was a nice selection of S products available . . . something of a rarity in most areas of the country.



Convention Video Online

Dave Horn of Precision Flyer Repairs

made a video of the five layouts operating in the hotel lobby at the NASG Convention.

It can be seen at:

www.youtube.com/watch?v=MhReJLlmNgc



2017 Fall S Fest Cars

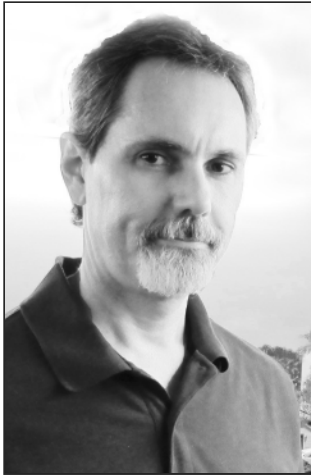
3-Car Sets are sold out. Single cars are still available.

Cars have been received from American Models

ORDER FORMS ARE AVAILABLE ONLINE AT

www.stateilinesgaugers.org or e-mail behlest@yahoo.com

WEB SITE CONTINUES TO GROW



By Peter Vanvliet
NASG Webmaster

FREIGHT CAR LOADS

Ed Kirstatter sent me an e-mail one day, wondering if I would consider adding a section of freight car loads to the **Product Gallery** of the web site. I hadn't thought about that possibility. To sweeten the deal, he sent me about seven photos. In a recent Dispatch I mentioned the freight car loads that are currently available, a handful of which I owned myself. So, combined, we had about a dozen items to list. Not

bad for a start. As we both started digging a little deeper, that section has now grown to 142 loads at the time of this writing! Granted, not all of those are currently available. The purpose of the Product Gallery section of the web site is to list items that have been commercially available at some point in time. So, a good number of those entries may no longer be available from the manufacturer, but may still be found on a retailer's shelf, or on the secondary market (i.e. in someone's closet).

You might be thinking that a large number of those loads were made for HO- or O-scale. However, of the 142, only 9 are HO-scale-specific products. Some loads, for example pipes, are really scale-independent, so if they are large enough, we can use them in S-scale. It just goes to show, when someone tells you that there is nothing available in S, **point them to the NASG web site!**

As is usual for the Product Gallery listing, if the product is still commercially available, a link to the manufacturer's or retailer's web site is provided in the entry listing. The load listing is categorized by type of load. That should make it easy for you to find one for your particular car. You can view the listing by clicking on the **Scale Modeling** button, then the **Product Gallery** menu option, and clicking on the **Freight Car Loads** entry of the page. If you have S-scale freight cars with loads, please consider photographing them and sharing them with us. Send photos to me at webmaster@nasg.org

Part of the interest in modeling freight car loads is to figure out how that the loads are secured to the cars. Ed has done that for most of the loads for which he shared his photos. I have yet to do that for my freight cars, as I have not yet decided whether or not I want to mount them permanently; it depends on how I want to operate my layout in the future. The **Association of American Railroads (AAR)** has published information for how loads are to be secured in manuals titled **General Rules Governing the Loading of Commodities On Open Top Cars**. They update that from time to time. On the NASG web site I have a link to the one from 1971. That is the only one that I have been able to find in digital format online, as of this writing. A modern-day edition is available, but AAR membership is required to be able to view it. Ed has a printed copy dating from the 1940s, but we have not been to find a place that sells them or has a PDF online. If you have any links or leads, please let me know.

W. A. Drake Cars

A discussion on the S-scale Yahoo mailing list started one day about the W. A. Drake cars. It took a bit of research, but we now have a complete listing on the NASG web site. To see it, click on the **Scale Modeling** button, click the **Product Gallery** menu option, click the **Cars** entry of the page, and then the **By Manufacturer** link. If you scroll down to near the bottom, you can view their entries. If you have one of the models (especially the war emergency gondolas) and can take a digital photo of it, I'd be very interested in updating the listing.

Wooden Rails?

Yes, there were logging railroads that actually ran on wooden rails! Former NASG Eastern Vice-President and Dispatch columnist **Dave Heine** shared some photos and text about how he modeled the wooden rails on his layout. To power the locomotive, he used batteries. To read the article and see some photos, go to the web site, click on **Scale Modeling**, and select the **Mini Articles** menu option. The **Wooden Stringer Logging** article is the one you are looking for.

Where Are We?

In the May 2017 issue of this column, I covered the **Who Are We?** topic, providing an overview of who makes up the NASG membership. As a sort of follow-up, in this issue I want to cover where we can find each other, especially online. If you belong to an S club, you will likely have good resources on hand to answer your questions. There are currently 88 clubs that cover all the flavors of S-scale modeling! If you don't live near a club, perhaps attending one of the various annual multi-day events centered around S modeling will put you in touch with people that can offer you advice (see the NASG web site **Events** button). We have seven such events each year!

However, nowadays, we also have access to fellow S-scale modelers from around the country, as well as from around the world, such as in Canada, Britain, Australia, New Zealand, France, etc. All via the Web, and all within reach in minutes. There are discussion groups, forums, and various social-media sites. So, where do we hang-out online?

Yahoo! Groups

The Onelist discussion group was started in 1997. In 2000, Yahoo! bought Onelist. Yahoo!, in early 2017, was itself bought out by Verizon. However, it appears that Yahoo! will continue business-as-usual. Even though Yahoo!'s stewardship has been questioned sometimes, the free service has allowed many of us to share thoughts and updates, and learn from one another. Manufacturers put announcements on these lists. Once you sign up with Yahoo! Groups, you can subscribe to any discussion list. You can read message using their web site interface, or you can opt to receive e-mails (either individual ones, or a daily digest, which is one e-mail containing all messages for that day). For S enthusiasts, the following discussion lists are of particular interest:

nasgmembers: our own discussion group for talking about NASG-related topics; 150 members, quiet (<http://groups.yahoo.com/group/nasgmembers>).

S-Mod: covers the NASG's S-MOD modular standards and modular layouts; 100 members, quiet (<http://groups.yahoo.com/group/S-Mod>).

S-Trains: covers all American Flyer and hi-rail topics, including for-sale listings; 1,800+ members, very active (<http://groups.yahoo.com/group/S-Trains>).

S-Scale: covers all scale modeling topics, including for-sale listings; 1,000+ members, very active (<http://groups.yahoo.com/group/S-Scale/>).

S_Scale_Traction: covers traction modeling; 100 members, quiet (http://groups.yahoo.com/group/S_Scale_Traction).

Sn2_Trains: covers Sn2 modeling; 250+ members, reasonably active (http://groups.yahoo.com/group/Sn2_Trains).

Sn3: covers Sn3 modeling, including for sale listings; 870+ members, very active (<http://groups.yahoo.com/group/SN3/>).

Sn42: covers Sn42 modeling; 15 members, quiet (<http://groups.yahoo.com/group/Sn42>).

Proto64: covers all topics related to modeling Proto:64; 170 members, quiet (<http://groups.yahoo.com/group/Proto64>).

S_Scale_List: covers S-scale modeling in Britain and non-US; 125 members, quiet (http://groups.yahoo.com/group/S_Scale_List).

showcaseline: covers all topics related to S-Helper Service; Don Thompson still actively participates and uses this list to provide after-sale customer service; 500 members, quiet (<http://groups.yahoo.com/group/showcaseline/>).

64VintageVehicles: modeling S-scale vehicles dated before 1970; 125 members, quiet (<http://groups.yahoo.com/group/64VintageVehicles/>).

Discussion Forums

These forums are online-only (web browser required) discussion forums, usually separated by topics or category of topics. You have to sign up (most are free), but once you have your log-in information, you can reply to existing topics, or start your own. People share thoughts, answer questions, and post photos. Here are some of the key discussion forums relevant to S-scale modelers (all flavors):

O Gauge Railroading Online Forum - S-scale Trains: mostly covers American Flyer and hi-rail topics, but scale-conversion topics are covered as well; very active <http://ogrforum.ogaugerr.com/forum/s-scale-trains>

Model Train Forum: covers mostly American Flyer topics. <http://www.modeltrainforum.com/forumdisplay.php?f=37>

Railroad Line Forums - Sn3 Branch: focuses mostly on Sn3 modeling; quiet http://www.railroad-line.com/forum/forum.asp?FORUM_ID=95

British S-scale Modelling Forum: mostly covers British S-scale topics; quiet <http://www.rmweb.co.uk/community/index.php?forum/325-s-scale-164/>

NMRA S Scale SIG: this NMRA special interest group focuses on scale only topics; active <http://sscale.org/forum/>

Facebook:

For those who have a Facebook account (most of the entries below require an account to be able to view them), you can sign up for these discussion groups related to S-scale modeling (all flavors):

NASG Facebook Discussion Group: the NASG presence on Facebook, managed by Chris Burger <http://facebook.com/groups/1762418507304796/members/>

American Flyer Facebook Discussion Group: focused on AF and Lionel products, but scale topics are perfectly acceptable <https://www.facebook.com/groups/11332432410/>

S Scale Model Railroading: focused more on the scale side of S-scale model railroading <https://www.facebook.com/groups/Sscale>

American Flyer Trains by Lionel: managed by Lionel, covers topics related to Lionel's American Flyer products. <https://www.facebook.com/AmericanFlyerTrains?ref=nf>

When Modeling . . . Turntables (update)

In the May issue I listed all known, currently-available turntables. Part of the reason for making this information available is to trigger updates from others so that we can all remain up-to-date. First; Don Heimburger contacted me to let me know that I had missed the **Scenery Unlimited** two turntables. Oops! My bad! They make both a standard-gauge and a narrow-gauge turntable. Both are listed in their S/Sn3 catalog, but only the standard-gauge one (the EZ Engine turntable) is listed on their web site. This one is available in bridge lengths of 12 to 35 inches, and pit depths of 1½" to 2¼" in ¼" increments. A motor is installed. They are custom-made when ordered, so you can do quite a bit of customizing.

Second; Jay Mellon let me know that he successfully used a **Peco On30** turntable for his S-scale layout (part #LK-555). This manually-operated table has a 12" (64-foot in S-scale) bridge. Bob Hogan did a product review of it in the January 2009 issue of the S Gaugian magazine.

These entries were added to the **S Resources** section of the NASG web site, so you can find their web site links there.

When Modeling . . . Boats

To add life to a creek, river, pond, or harbor, boats are just about a requirement. Anything from a small row boat or canoe, up to the Great Lakes freighters and ocean liners can be modeled. Ship model building is a complete and separate hobby, but there is no reason why we can't incorporate some of that in our layouts or dioramas. Note that models slightly smaller than 1:64 are perfectly acceptable, because boats can be quite overpowering to a scene. Below is a listing of close-to-1:64 boats that are currently available (see the NASG web site **S Resources** button, and click on the **Scenery** menu option, and do a text search on the page for **boat** — the links have been pre-filtered for specific searches on some sites).

Ages of Sail carries a good number of true-to-scale, high-end model kits of specific ships (mostly multi-mast sailing ships from the 18th Century). They also carry figures.

Amazon carries model kits by various manufacturers, as well as 1:64 vehicles that carry boats on trailers.

Calder Model Boats is a British company that sells scale drawings, as well as true-to-scale, high-end ships (multimast sailing ships). They also carry figures.

CatzPaw Innovations, LLC produces 3D-printed canoes.

Deerfield River Laser produces a water-level tug boat and barges.

Frenchman River Model Works manufacturers kits for a 50-foot freighter (water-level), row/motor boat, river raft, deck scow (small, flat barge), and matching piers (multi-scale).

Historic Ships is a retailer for a wide variety of ship modeling kits. It will require a bit of digging in the site to find 1:64 models, but they are there.

Continued on page 38

RAISING A TENT

By Tom Hartrum, Photos by the author

On my layout is a small campground, populated by trailers and a VW camper. I decided that I needed to add a tent to the mix, so I ordered a *Rustic Rails* logging camp tent from the *Scenery Unlimited* catalog. I got a really nice resin casting, but it was clearly HO, so that my S scale people would have to crawl to enter (see Photo 1). It would look OK for a distant logging camp, but it wouldn't work next to my S trailers and outhouses. I thought about putting it atop a short wood beam wall similar to the way I have raised other HO buildings. However, that would be more appropriate for a larger tent (this one measures 11' by 11' in S scale) in a more permanent setting, like a Boy Scout camp. I decided that the only way to resolve this dilemma was to remove the lower walls and replace them. The result can be seen in Photo 2 on the left.

I carefully cut away the walls with a razor saw. The resulting 4-wall box went into the junk drawer for some yet-to-be-determined future project. Then I built a new set of walls from styrene. I used 0.04" thick for the side and rear walls for strength, and 0.02" thick for the front, where I added an entrance way and a cover flap, as can be seen in Photo 3. The problem was that the smooth styrene sides didn't look much like a tent. In searching my library of model railroad magazines for ways to simulate canvas, I found two suggestions: plastic grocery bags, and tissue paper. I decided to test both approaches, but I tried the plastic bag first and was so pleased with the result (see Photo 4) that I didn't try the tissue. After cutting the bag slightly oversized, I coated the styrene with *Aleene's Tacky Glue* and applied the bag. I carefully wrinkled the bag, being careful to make the folds run vertically. After the glue dried, I laid each wall face down on a block of wood and trimmed the bag along the edge of the styrene with a new #11 Xacto blade. Then I glued the top to the walls with ACC gel.

To finish the tent I first sprayed it with gray primer. After that dried I painted it with *Model Master Olive Drab* paint using a brush, followed by a wash of India Ink in alcohol. As an added touch I drilled two #76 holes in the door flap and inserted two 0.020" music wire poles.

This was a fun little project and shows again what can be done with an HO object.

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



SCRAP BUILDING A WATER TANK



Yreka, California 2014



San Luis Obispo, California



Arboles, Colorado. old D&RGW tender mounted and used as a water tank.

By Bill Pyper, Dispatch Editor

I was thumbing through a bunch of old railroad photographs looking for something to use for a **scrap building** project when I came across the picture on the right, taken in 1978 on what was then the Southern Pacific Modoc Line. This particular water tower is in the very small town of Likely, just south of Alturas, in the northeastern corner of California. My first thought was; "That looks just like the funnel that I use for changing the oil in my car."

Before starting on the project, I decided to find out just how many water tanks of this style were still out there. I went online and found a document titled Surviving Structures of the Southern Pacific. This is just a list; no pictures. By using Google as a resource, I discovered that there are many water tanks of that style still standing around the country. I also found out that there are almost as many different styles of water tank as there are tanks. The pictures on the left and below illustrate that. The tank in the top left picture is on the Yreka Western Railroad in northern California and was featured in the movie *Emperor of the North*. The middle picture is of the tank across the tracks from the Amtrak station in San Luis Obispo, California. It was cosmetically restored by the City to enhance the Historic Railroad District which also boasts a railroad museum.

Turn the page to see how I built a Likely water tank using everyday materials.



Likely, California on the Modoc line, 1978



Likely, California 2015



SP water tank, Madeline, California



Southern Pacific tank, Davis, California

SCRAP BUILDING A WATER TANK



When I started collecting the “scraps” that I would need for this project, I soon discovered that the funnel that originally had inspired me to build the tank was too large to be used as an S-scale railroad water tank. It was 6-inches in diameter. Probably better suited for a nice G-gauge garden railroad. So I cruised down to the local Ace Hardware and purchased a 4-inch diameter funnel and a rubber drain stopper to use as the dome-shaped top.

A quick glance at the old photos had me thinking that I could use McDonald's red milk shake straws for the uprights. When I visited the tank in Likely I saw that the uprights were laced girders. My first thought was to use some old Erector Set girders. You would think that living in the birthplace of A.C.Gilbert, I would be able to find an old Erector Set. No luck. I gave up on that idea and purchased the girders pictured at right from Central Valley Model Works, of Grover Beach, California www.cvmw.com. They are meant to be used for building HO scale bridges, but they were just the right size for this project.

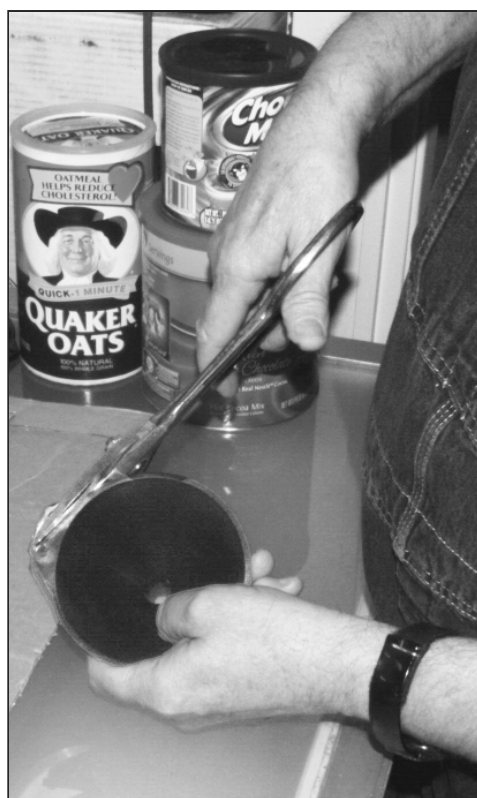
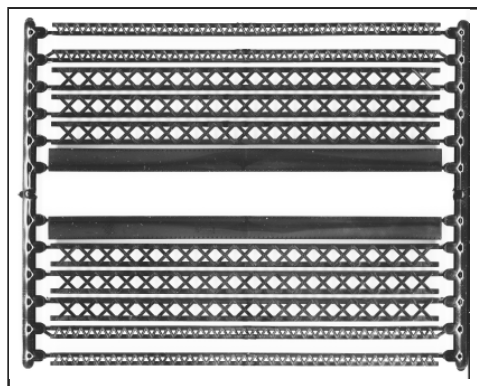
Being editor of the Dispatch and other computer graphic work that I do I use alot of CDs which come in packages like that pictured at left. Every time I emptied one of those I thought “There must be some railroad thing that I could build using these.” The outer shell is too tapered to use for a tank, but the shaft and base are perfect for the support of the tank.

Having committed to a 4-inch diameter funnel, a 4-inch diameter tank was next on the list of scraps to find. Going to the kitchen I found several food containers with the right diameter. The Crisco can had the best proportion but it had metal rims that would make it difficult to work with. The Quaker Oats package is all cardboard, so I cut it down to a size that worked well.

With all the parts on hand I began the project by using a fine tooth X-acto craft saw to trim 1 $\frac{3}{8}$ ” from the narrow end of the funnel so that the center pipe can fit snugly into it. (above left)

I used sheet metal shears to trim the reinforcing lip and the hanger tab off the top of the funnel so that it would match the diameter of the cannister. (right)

Before starting assembly I drilled four equidistant $\frac{1}{8}$ ” diameter holes in the base of the CD spool for locating the support girders. (left)

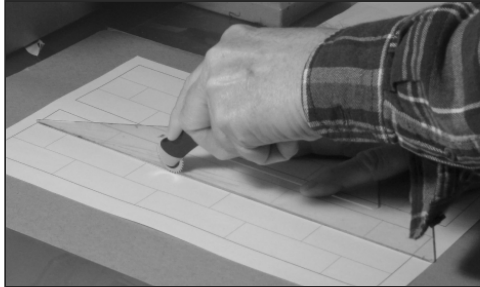
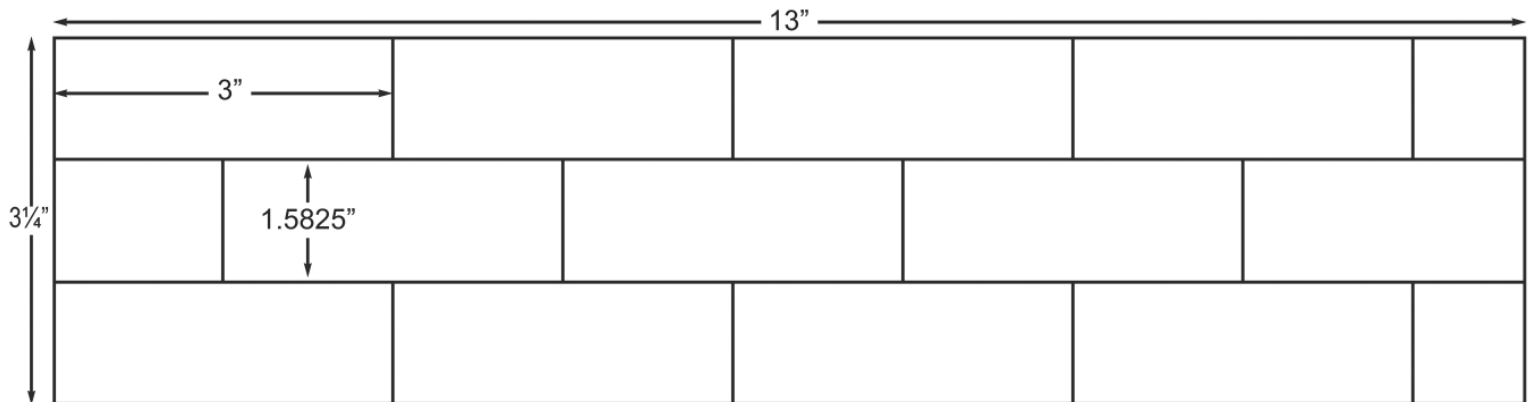




After trimming the funnel, I inserted the CD package spool into the funnel and glued it in place with cyanoacrylate. I used Testors, but any brand of CA will work.

I marked the center of the bottom of the oatmeal can and punched a hole in it to attach it to the CD spool with a sheetmetal screw and adhesive.

The water tank at Likely is an assembly of metal panels held together with rivets. To simulate this assembly I drew lines on a piece of legal size 20 lb. copy paper. I did it with my computer, but it can easily be done with a ruler and a pencil. Below is an illustration of that sheet, reduced in size to fit this page. The actual dimensions are printed on the drawing. Using a **Ponce Wheel** and a straight edge I embossed the sheet to simulate rivets. It takes a lot of pressure to accomplish this, so I suggest that you practice on scrap paper first.



A ponce wheel is a small spiked metal wheel with evenly spaced points or spikes used for making a series of small holes in soft material such as fabric, wood or paper in order to leave an indelible but hardly visible mark. They are mostly used by seamstresses to mark fabric for cutting or sewing. Potters use them to make lines on clay before firing it. They are available in most craft stores.



After embossing the tank surface, I cut it to size and glued it to the oatmeal can using 3M spray adhesive. Just about any glue can be used for this except white glue because that will soak into the paper too much and cause wrinkles. I let this dry overnight to be sure that it was secure and wouldn't move while I was cutting around it. Using an ordinary grocery store box knife, I cut the oatmeal can down to 3 1/4 inches high.

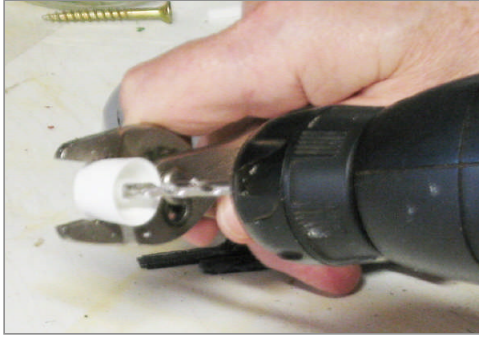


Next I attached the oatmeal can to the spindle with a sheet metal screw and a washer. I roughened the top edge of the funnel and the rim of the oatmeal can with sandpaper to ensure better adhesion. I cleaned the surface of the funnel edge with rubbing alcohol. I always do that when gluing any type of plastics because it helps the glue stick. After coating both the rim of the oatmeal can and the edge of the funnel with *Testors* CA, I stacked the pieces up with a heavy weight on top. I let that dry for a couple of hours before gluing the dome-shaped tub stopper to the top of the assembly. As with the bottom of the tank, I roughed up the glue surfaces and cleaned them with rubbing alcohol before applying a liberal coat of *Liquid Nails*. I stacked them up and weighed it down with a block of lead.

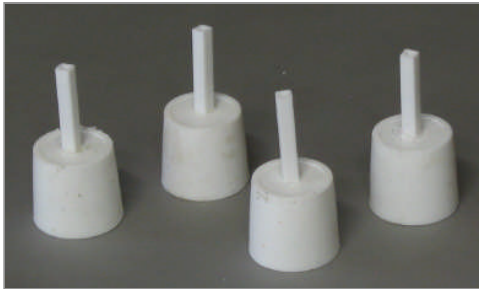
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SCRAP BUILDING A WATER TANK

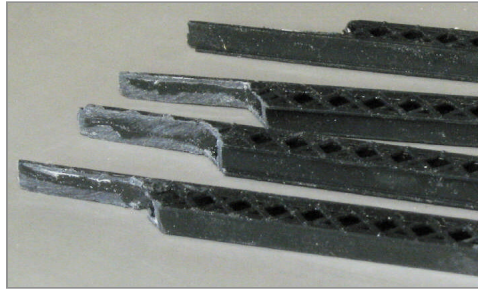
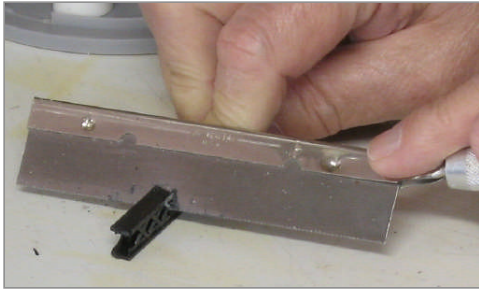


To model the **concrete pedestals** that support the girders, I used the plastic caps from Testors glue tubes. Using a $\frac{1}{8}$ inch diameter drill, I bored holes all the way through the caps (left) and inserted $\frac{1}{8}$ -inch square by 2-inch long pieces of styrene cut from Evergreen strip material. (right) These were positioned so that they extended about $\frac{1}{8}$ -inch from the bottom of the cap and secured with Testors CA. (below left)

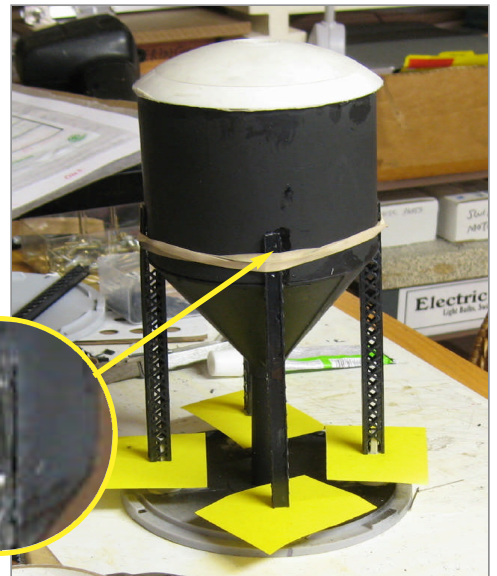
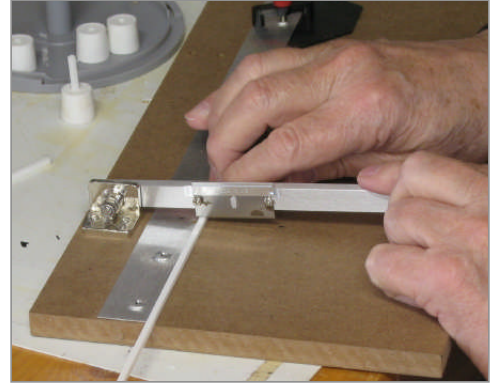
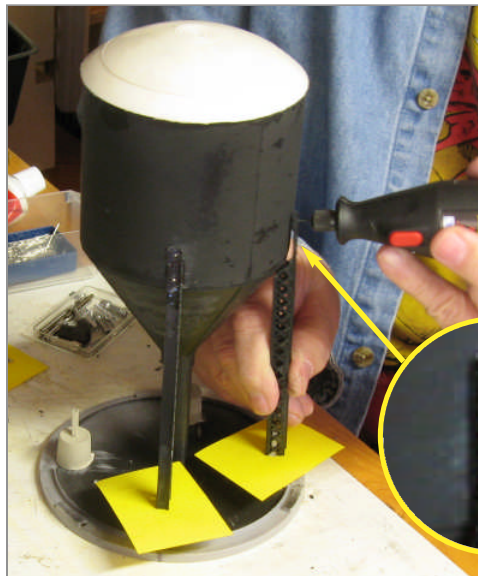


Using the previously drilled holes (see page 30), I positioned the pedestals on the spool and adhered them using Liquid Nails. Once the glue had dried I brush-painted them with dark gray to simulate concrete. (below right)

The girders had to be cut at an angle to align with the sides of the funnel. This was done using an X-acto fine tooth craft saw. (below left and below)



Using my battery-powered Dremel Rotary Tool, I drilled two $\frac{1}{32}$ -inch (.03125") holes at the top of each girder where it will attach to the tank (below left). While holding the girders in position, I used the same drill to bore through the wall of the tank. After applying a generous quantity of Testors CA to the upper portions of the girders, I held them in place and pushed straight pins through the holes. Rubber bands were used to hold the girders tight to the tank while the glue dried. The yellow pieces of paper are to protect the pedestals while the rest is being spray painted.





My layout is completely free-lance, and is made up of desert southwest scenery. To simulate the desert dirt I use sawdust from different colors of wood. Because I know that white glue does not adhere to plastic very well, I sprayed the base of my water tank with 3M adhesive and sprinkled on a light layer of sawdust (left). When that dried I mixed up a paste of sawdust and white glue and applied it to the base.



The final step was to add horizontal braces which I made from cardstock and bracing cables which I made by stringing black thread between the girders.

Understand, this is NOT a scale model, but a freelance structure inspired by the Likely Tower. I enjoy modeling, but I am far too lazy to be a scale modeler. 🚂

To build the **water column** below I used a flexible soda straw, a drip irrigation elbow, a straight straw, a 1/4" flathead stove bolt, 1/4" coarse thread nut and a concave washer that I think came from an automobile shock absorber grommet. Then I spray painted it with flat black. At some future time I plan to add more detail to this part.



How much water will this tank hold? The tank is $3\frac{3}{8}$ inches high and has a 4 inch diameter. That is equal to 18 feet high and 21.33 feet in diameter in S scale. To compute the volume of the tank, multiply 3.14 (pi) times the radius of 10.67 feet = $33.51 \times 33.51 = 112.29$ square feet. That is the area of the circular end of the tank. Multiply that times the height of the tank, $112.29 \times 18 = 2,021$ to get the volume of the tank in cubic feet. There are 7.48 gallons of water in a cubic foot, so this tank will hold 15,118 gallons.



CALENDAR OF EVENTS

This page 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.

September 21 through 23, 2017 — Indianapolis, Indiana
The **S SCALE MIDWEST SHOW** in conjunction with the **INDIANAPOLIS O SCALE SHOW** at the Wyndham Indianapolis West. Web site: www.Indyoscaleshow.com

September 23, 2017 — Boise, Idaho
The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** layout at the **Museum Comes to Life** festival at the Julia Davis Park.

September 30 and October 1, 2017 — Brampton, Ontario
The **S SCALE WORKSHOP** will be displaying their portable S scale layout at the **Brampton Ontario Model Railway Show**. Visit the show web site at www.bramptonmodelrailwayshow.com

October 6 through 8, 2017 — Timonium, Maryland
The **BALTIMORE AMERICAN FLYER CLUB** will operate their modular layout at the **GREAT SCALE MODEL TRAIN AND RAILROAD COLLECTORS' SHOW** at the Maryland State Fairgrounds, 2200 York Road..

October 8, 2017 — Altoona, Pennsylvania
SCALEFEST TOY TRAIN SWAP MEET sponsored by the **Alto Model Train Museum** at the Blair County Convention Center, 1 Convention Drive, from 9 am to 2 pm. Over 140 tables, all scales. Admission \$5. This meet will also be held on March 11, 2018.

October 14 and 15, 2017 — Idaho Falls, Idaho
The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** layout at **RAILSHOW 2017**

October 27 through 29, 2017 — Janesville, Wisconsin
The **42nd ANNUAL FALL S FEST** presented by the **STATE-LINE S GAUGERS**. Go to www.state-line-sgaugers.org for more information.

October 28, 2017 — Auburn, Indiana
RxR MANIA TRAIN SHOW 9 am to 3 pm at the WWII Museum (National Military History Center) 5634 County Road, Exit 11-A from Interstate 69, Exit 326. Admission: Adults \$5, Children under 12 FREE. each Info: www.RxRMania.com.

October 29, 2017 — Buffalo, New York
WESTERN NEW YORK S SCALE ASSOCIATION will display and run their layout at the **TTOS Show** held in the VFW Leonard Post, 2450 Walden Ave., Cheektowaga, NY.

November 4 and 5, 2017 — Raleigh, North Carolina
The **ACSG CAROLINAS DIVISION** will set up their large modular layout for the **32nd ANNUAL NEUSE RIVER VALLEY MODEL RAILROAD CLUB MODEL TRAIN SHOW** at the North Carolina State Fairgrounds, 1025 Blue Ridge Road, 9:00 am to 5:00 pm both days. Admission \$9, children under 12 free. For more information on this event and others visit the ACSG web page at

http://www.sgaugers.org/CD/_index.html

Vendors wanted, Contact G. Lasley at lasley@bellsouth.net

November 4 and 5, 2017 — Springfield, Ohio
DAYTON TRAIN SHOW at the Upper Valley Mall, 1475 Upper Valley Pike. 11 am to 5 pm. More than 80,000 sq. ft. of trains. Over 400 dealer tables. Food service. Free Parking. Hourly door prizes. More info at www.DaytonTrainShow.com

November 4 and 5, 2017 — Syracuse, New York
43rd Great New York State Model Train Fair State Fairgrounds. 10 to 5 Saturday and 10 to 4 Sunday. 270 vendor tables; 30+ operating layouts. 16 and older \$10. 15 and under, Free. For more information go to www.modeltrainfair.com

November 9 through 12, 2017 — Newport, Rhode Island
RAILS TO THE GILDED AGE, 2017 Convention of the NE Region NMRA at The Atlantic Resort Hotel and Conference Center. Modeling clinics and contests, layout tours, operating sessions, and tours. Information at www.newport2017.org

November 11 and 12 — Milwaukee, Wisconsin
TRAINFEST 2017 at the Wisconsin State Fair Park, Expo Center. Trainfest is America's largest operating model railroad show. This year, a photo competition along with clinics, demos and 110 manufacturers and hobby dealers. Admission is \$15 for adults. Kids 4 through 12, \$5, kids 3 and under free. A full listing and preregistration available at www.trainfest.com

November 11 and 12 — Sandy, Utah
INTERMOUNTAIN TRAIN EXPO Model Railroad Show. Saturday, 9 to 5 and Sunday 9 to 4. South Towne Expo Center, 9575 South State Street. \$10 at door or \$8 online, 12 and under FREE! Check website for a complete list of activities as well as vendors, layouts, and manufacturers attending the show. www.intermountaintrainexpo.com

November 11, 2017 — Highland Heights, Ohio
North East Train Society presents a **MODEL TRAIN SHOW** Open to the public, 10 am to 4 pm. Highland Heights Community Center, 5827 Highland Road. Come see operating layouts. New and old trains to buy, sell or trade. Parts, repair manuals, price guides, books, model building supplies, kits and much more. This is an all-gauge show. Food and drinks available. \$5 adults, under 12 free w/adult. For information: Len Kessler at (440) 417-6746 or go to cyberlen@roadrunner.com

November 18 and 19, 2017 — Albuquerque, New Mexico
RAILS ALONG THE RIO GRANDE — 2017 Model Train Show in the Sid Cutter Pilot's Pavilion at Balloon Fiesta Park, 9401 Balloon Museum Dr. NE, north of Alameda Blvd. (Hwy 528). Operating train layouts, new and used model trains and accessories for sale. Adults \$5 per person, Children under 12 free. Info: www.railsalongtheriogrande.org

November 25, 2017 to January 14, 2018 — Paradise, PA
THE PEQUEA VALLEY MODEL RAILROADERS will display their multi-gauge layout on Saturdays 10:00 am to 4:00 pm and Sundays 1:00 pm to 4:00 pm at the Paradise Township Municipal Building, 2 Township Drive, Paradise, Pennsylvania. Adult donation \$3, Children 12 and under are admitted free. Our Website: <http://www.pvmr.org>

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) American Flyer Lionel Production #4-9400 Chessie System Caboose, Mint in OB, \$12 (have 10). (2) 1954 AF and Erector Set Catalog D1748, Exc. no marks, no tears, dealer sticker, \$14. (3) Scarce Revell HO Trains 1958-59 Catalog, Good, torn corner, \$8. (4) 1960 Lionel HO Trains Catalog, Like New, \$9. (5) 1959 Lionel Trains Catalog, 55 pages., Very Good, \$10. (6) Miller Engineering Animated Neon Signs, New York Central System, Gulf, both large size, Mint, \$35 each. All prices plus shipping. Will send photos on request. jshirey1@comcast.net or call (916) 429-2764.

FOR SALE: American Flyer Service manual on CD. This is about 95% complete. These were compiled from the original Service manual. It includes all the forms from the first ones to the last ones issued in 1962. These went to service repair stations. There are some additional forms also. It also has HO, Auto-Rama and accessories plus other things that Gilbert made. The CD contains 2 indexes so you can find what you are looking for. Can be viewed or printed with Adobe Acrobat Reader. Contact Jon Kettner at 509-283-2024 for more information or send \$15.00 plus \$3.00 shipping to Jon Kettner, 13910 E Prairie View, Fairfield, WA 99012

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

FOR SALE: (1) All-original AF 1957 NP Vista Dome North Coast Ltd set 20370. Mint. Item boxes (minor box damage). PA 492(21552)-roar, PA 490(21556)-horn, combine 24702, coach 24705, dome 24708, obs'n 24712, 708 horn control. \$1850 full set. (2) AF 918, red mail, new, nearly mint, box, liner, arm, rail, button, bags. \$110. (3) Original, mint, Hoquat GE 40t Steeplecab Electric kit (c1981); needs Athearn SW1500 HO chassis. US\$50. (4) NASG 1980 20th anniversary commem. AF gondola body, black, white decals. Never used. No trucks or couplers. \$20. For more info/photos/other items, e-mail Bruce.Shore@sympatico.ca

FOR SALE: SHS 00371 MEC #2 F3 A and B set. MAINE CENTRAL green and gold color scheme. Never operated. Configured for LocoMatic control with hi-rail wheelsets and couplers (LocoMatic 10-button control box and LocoMatic transformer included). No scale wheelsets. Owner's manual not included. \$500 which includes shipping, handling, and insurance. Call (262) 549-9405 with any questions.

FOR SALE: 48262 TTOS Union Tank \$50. 48292 TCA Scaramento Tank \$60. 48265 TTOS Life Savers Tank \$125. 48296 TTOS Wint-o-Green Tank \$70. 48298 TCA Spreckles #1 \$60. 48299 TCA Spreckles #2 \$60. 41020 TCA Spreckles #3 \$60. 41024 TTOS Smokey Bear Gondola \$65. 48249 TCA Yule Marble \$80. US Mail extra. Philip Capion, 30190 Apple Grove Way, Flat Rock, MI 48134-2750. Telephone 734-377-3252.

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. E-mail rrbill10@comcast.net for a pdf or hard copy.

ESTATE SALE: Noted Canadian S-scaler Dan Kirlin died last summer. His model railroad equipment is for sale. If you are interested go to www.dansmodeltrains.ca

WANTED: Decal made by Champion for NWSL S J&L. Tank car. Ed Kirstatter, 1130 Taft Ave., Cuyahoga Falls, OH 44223. E-mail q1xamacarthur1@gmail.com

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 East Miami Ave., Villas, NJ 08251.

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.

WANTED: Will pay \$10 for **NASG old standards track gauge** from 1970 (1.05 square). Steve Monson, 4000 Willow Road, Brooklyn Park, MN 55443. monson@waves.space.umn.edu

WANTED: Trolley or "Doodlebug." S gauge. DC Current, Contact George at micha540@optonline.net

The **ROCK ISLAND REPORTER** is a free e-mail newsletter. To sign-up go to <http://eepurl.com/Ut8UL> Please pass this link to anyone interested in the Rock Island. Back issues available. E-mail updates appreciated. tbrug@aol.com

ANY MEMBER CLUB that has special edition cars left over from conventions or fests can advertise them at no charge in The Dispatch. Send a hi-res jpeg photograph and information to dispatch@nasg.org

SOHIO TANK CAR IN S GAUGE. The SOHIO Tank Car was made in HO by Lionel but never in S gauge. SOHIO stands for Standard Oil of Ohio. These Lionel 6-41026 cars sell for \$70 each which includes shipping and handling. To order make a check payable to **SCSGC** and mail to: Jeff Kruger, 1865 Nottingham Lane, San Dimas, CA 91773-3718





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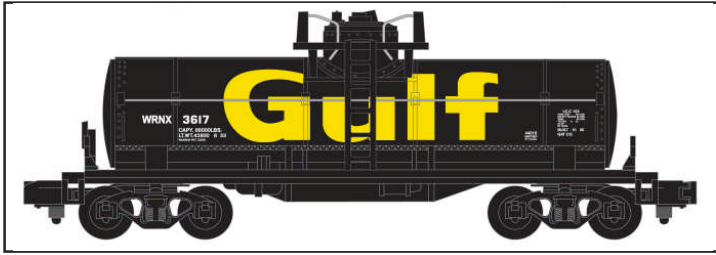
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NASG SPECIAL CARS

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



2017 and 2018 American Flyer Commemorative Cars We located photographs of Gulf tank cars with two different color schemes and decided to use them as the basis for both the 2017 and 2018 commemorative cars. They are both available now. The price of these cars is **\$69 each or \$130 for two**



2016 NASG American Flyer Commemorative Car CNW Flatcar loaded with pallets of plastic bonded refractories headed for a steel mill. Made 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, made by Lionel, road number 3415 for the 34th edition and the year 2015. Price \$69

TO ORDER THESE CARS

Make payment out to NASG and mail to:
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Please include the following in your correspondence:

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

All prices include shipping to addresses in the United States. Canadian orders please add \$10. To ship outside the continental US or for any question contact Dave Blum at pikesvillemodels@yahoo.com

TO SHOP ONLINE

Go to www.nasg.org/Store/AFCars.php for the AF cars or www.nasg.org/Store/ConvCars.php for Convention Cars and click on the **Add to Cart** button for the item(s) that you want and follow the instructions.

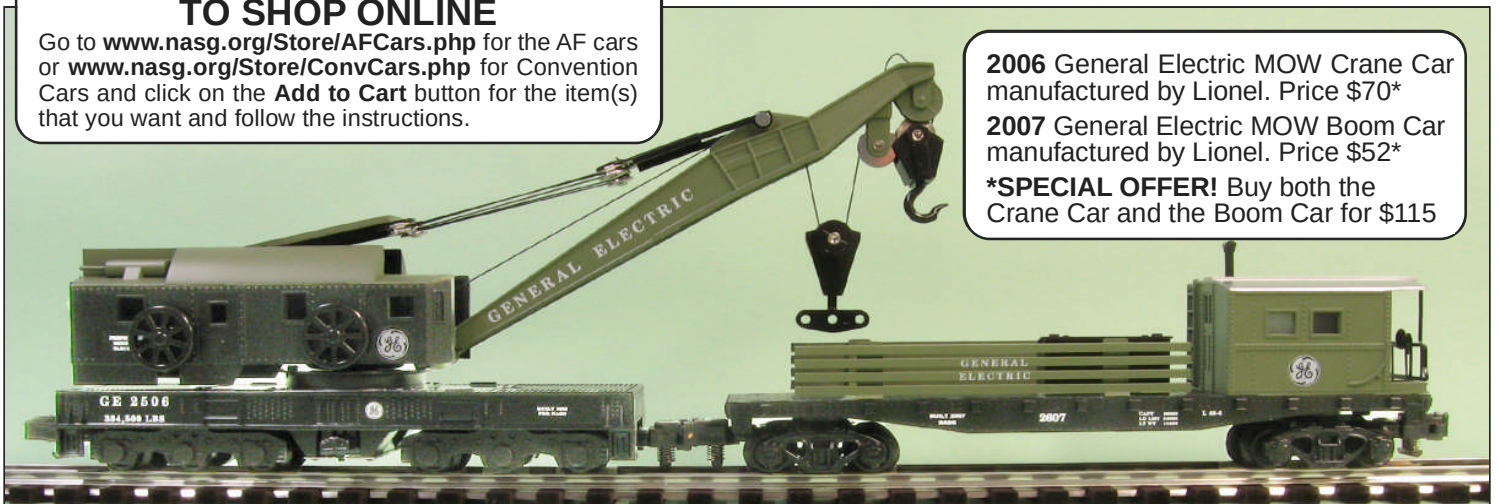


2015 Convention Car Kansas City Southern PS2 Hopper car by MTH. Road numbers 286707 or 286815. Hi-Rail only for \$68

ONLY A FEW OF THESE LEFT — GET ONE NOW!

2010 Jenney Gasoline Triple-dome Tank Car by Lionel. \$75

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

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MODELING BOATS *Continued*

Reviresco manufactures naval guns with matching figures. They also have a range of paper models, some of which build up into 1:64 ships (click on Paper Models on their web site).

Scenery Unlimited carries tugboats, ocean fishing trawler, freighter, and coastal steamer kits, all water-level models.

Shapeways Do a text search for 1:64 boat and you will find a different variety of boats, boat trailers, scale figures, and detailing parts. A bit of searching is required.

The Model Dockyard is a British company that manufactures various styles of small row/motor boats.

Train Troll manufactures a steam tug boat kit, and a scow (flat barge). They also have fish crates of two different sizes.

Vilas County Lumber Company sells scaled drawings (only). They are not specifically S-scale, but they can be ordered or sized to 1:64 upon request (check with the company first). They have an NYC open barge, and a Navy/B&O covered barge.

If you know of any other currently-available boats that I have missed, please let me know. webmaster@nasg.org 

END OF THE LINE



William "Bill" Fraley, Jr.

William John Fraley, Jr., of Hershey, Pennsylvania died August 16, 2017 in the Masonic Healthcare Center in Elizabethtown, Pennsylvania.

Bill was born November 13, 1929 in Shiremanstown, son of the late William John and Vesta Fraley.

He graduated from the former Lower Paxton High (Central Dauphin) and Central Penn Business College,

and was a retired Prudential Insurance Manager. Bill was a Sergeant in the U.S. Army during the Korean War. Memberships included; Lion's Club of Hershey; American Legion; Hershey Camera Club; Lehigh Valley S Gaugers; National Model Railroad Association; First United Methodist Church of Hershey where he served as the Church Historian.

Bill is survived by; his son, Jeff Fraley and his wife Susie, and grandson, Nicholas Fraley, all of Hermosa Beach, California. He was preceded in death by his wife of 61 years, Mary (Worrell) Fraley.

Bill contributed many articles to the Dispatch over the years. He was a good friend to all model railroaders and especially S gaugers. He hosted many guests at his layout in Hershey.

Bill Fraley was a key player in the S Scale Yahoo group. He held meetings for the Yahoo Group members at conventions and gave out Hershey Bars to attendees. He will be missed as an outstanding promoter of our scale and a real gentleman.

Bill was the quintessential "plain old S scale modeler, yet he kept pace with the commercial growth of S.

Jeff Madden, Richard Karnes, Bill Winans and Roger Nulton all contributed to this article.

BOOSTER ADS

Western New York S Scale Association



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We have no dues and no rules. Most of our members are in the North Georgia area, but that is not a requirement. We operate a modular layout at various model railroad events in the area. The criteria for membership is that you have an interest in S gauge model railroading. American Flyer, HiRail, Scale and Sn3 enthusiasts are all welcome.

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AND MANUFACTURERS
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IN THE MID-WEST
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Member Dues

As of April 1, 2016, the yearly member 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 payable to NASG, to Dick Kramer, Membership Secretary, P. O. Box 268, Middlebury, CT 06762-0268.

NEW MEMBERS

From May 1 to June 30, 2017 the following people have joined the NASG. Welcome!

Michael J. Byle Richboro, Pennsylvania
Timothy W. Coe Warrington, Pennsylvania
Jeff Cooper Delaware, Ohio
Dan J. DeOmellas Castro Valley, California
Gerald R. Egolf Pollocksville, North Carolina
Harold W. Farlow Erial, New Jersey
Michael V. Fitzgerald Bedford, Texas
Dr. Jerry Gurkoff Corsicana, Texas
David A. Highfield Westminster, Maryland
Trevor A. Lapp Berkeley Springs, West Virginia
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Aaron M. McInturff Vienna, Virginia
Dan G. Mosbeck Thief River Falls, Minnesota
Mel Nielsen Wilton, New York
Dick E. Schwanke Abingdon, Maryland
Chris Smith Towson, Maryland
.....

Deceased Members

William "Bill" Fraley Hershey, Pennsylvania
Daniel P. Waskes Clarksville, Georgia

EXTRA PAGES ONLINE

Go to www.nasg.org to see more pages.

Click on the **NASG** button. Click on the **Membership** menu option. Enter your **member number** and **password**. Click on **Recent Dispatch Issues**. Use the **drop down menu** to find this issue. Click on **Retrieve**, then **Click here to download or view** the requested Dispatch. Enter Password. When magazine appears, scroll to page 33. 

SIGNS OF THE TIMES

Some possible humorous signs for your layout 41

CHEAP WATCHES BY TRAIN

Ed Kirstatter sent us this odd story of how a major company began . . . 42

S CLUBS ARE BUSY

Some pictures of recent club activity 43

STEAM INTO HISTORY

NASG conventioners visited a heritage railroad in Pennsylvania 44

BALTIMORE & OHIO MUSEUM

Conventioners visit one of the country's top railroad museums 45

MORE TOUR AND CONVENTION PICTURES 46

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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SIGNS OF THE TIMES

I sometimes comment that I think that most scale model railroads don't have enough signs on them to be truly considered scale. I mentioned in my water tank article that I am way too lazy to be a scale modeler. But I do love putting lots of signs on my layout. Many of the signs that I use are humorous, because I want my hobby to be fun. Here are some prototype signs that you may consider for your layout — *Bill Pyper*



The fine print above:

If a rhinoceros on a giant skateboard was heading your way, you'd get out of the way, right? Well guess what. A tram weighs about the same as 30 rhinos so it's not something you want to get hit by.

This sign is from Australia.

For tips on how to make your own signs and billboards see the articles in *The Dispatch* for June-July 2014 and October 2014.

CHEAP WATCHES BY TRAIN

Contributed by Ed Kirstatter, NOSS

If you were in the market for a watch in 1880, would you know where to get one? You would go to a store, right? Well, of course you could do that, but if you wanted one that was cheaper and a bit better than most of the store watches, you went to the train station! Sound a bit funny?

Well, for about 500 towns across the northern United States, that's where the best watches were found.

Why were the best watches found at the train station? The railroad company wasn't selling the watches, not at all. It was the telegraph operator! Most of the time the telegraph operator was located in the railroad station because the telegraph lines followed the railroad tracks from town to town. It was usually the shortest distance and the right-of-ways had already been secured for the rail line.

Most of the station agents were also skilled telegraph operators and that was the primary way that they communicated with the railroad. They would know when trains left the previous station and when they were due at the next station. And it was the telegraph operator who had the watches. As a matter of fact they sold more of them than almost all the stores combined for a period of about 9 years.

This was all arranged by "Richard," who was a telegraph operator himself. He was on duty in the North Redwood, Minnesota train station one day when a load of watches arrived from the East. It was a huge crate of pocket watches. No one ever came to claim them.

So Richard sent a telegram to the manufacturer and asked them what they wanted to do with the watches. The manufacturer didn't want to pay the freight back, so they asked Richard to see if he could sell them. So Richard did. He sent a wire to every agent in the system asking them if they wanted a cheap, but good, pocket watch. He sold the entire case in less than two days and at a handsome profit.

That started it all. He ordered more watches from the watch company and encouraged the telegraph operators to set up a display case in the station offering high quality watches for a cheap price to the travelers. It worked! It didn't take long for the word to spread and, before long, people other than travelers came to the train station to buy watches.

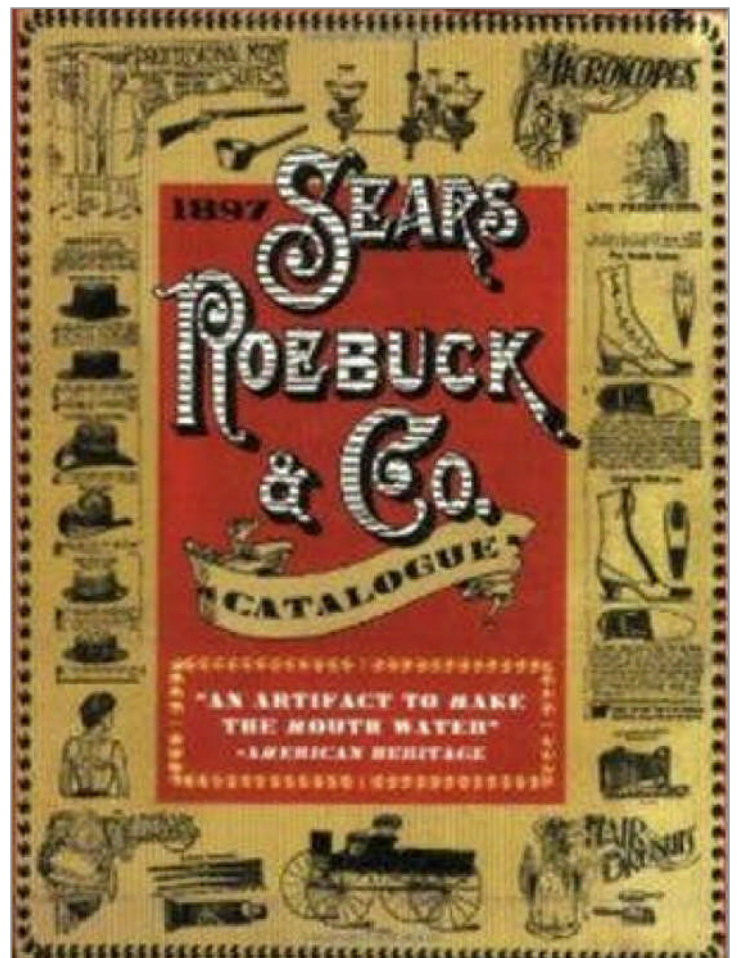
Richard became so busy that he had to hire a professional watch maker to help him with the orders. That was Alvah. And the rest is history as they say.

The business took off and soon expanded to many other lines of dry goods.

Richard and Alvah left the train station and moved their company to Chicago — and it's still there.

IT'S A LITTLE KNOWN FACT that for a while in the 1880s, the biggest watch retailer in the country was at the train station. It all started with a telegraph operator Richard Sears and his partner Alvah Roebuck!

Bet you didn't Know That!!



S CLUBS ARE BUSY

Below: **Washington & Old Dominion S Gauge Club** member Dick Lukens investigates a serious accident with Bill Calder providing backup support at the York, Pennsylvania TCA show.



Above: Layout on display at the Flyer Fest West 2017 put on by the **Golden Gate American Flyer Club** in San Mateo, CA.

The very active **Rocky Mountain Hi-Railers** of Boise, Idaho showed their large portable layout, **Lookout Junction** at the Boise Public Library. The Hi-Railers put on several public shows each year and make extensive efforts to engage their audience. They arrest the attention of the public by offering creative presentations for them to discover. Operating accessories are easy and popular, but some of the most commented-upon aspects of their layouts seem to be those that impart a touch of humor, like the famous Idaho Russett potatoes display on the right.



STEAM INTO HISTORY



Photo by Kyle Russell

On Thursday, August 10, 2017, a contingent of NASG conventioners traveled to New Freedom, in York County Pennsylvania, to visit **Steam into History**, a non-profit, Civil War themed heritage railroad. Using a standard gauge 4-4-0 reproduction steam locomotive, the "York," the railroad runs an excursion train the 10 miles from New Freedom station to Hanover Junction and back. During excursions interpreters offer historical commentary for passengers, describing the importance of the Northern Central Railroad in the Civil War.

Hanover Junction Station below.



Photo by Bill Lane

Above: 4-4-0 Steam locomotive #17 York heads out from New Freedom to Hanover Junction.



Photo by Bill Lane

Right: EMD GP-10 diesel locomotive, built in 1957 for the Pennsylvania Railroad is available for back-up



Photo by Bill Lane



Photo by Bill Lane



Photo by Bill Lane

B&O RAILROAD MUSEUM

On Friday, August 11, 2017 rail enthusiasts of the NASG traveled by bus to the B&O Railroad Museum in nearby Baltimore, Maryland. Featured in the roundhouse are many engines and cars that highlight the beginning of railroading in America and much of the part played by the railroads in the civil war.

To learn more about the museum go to <http://www.borail.org>

All photos by Bill Lane



RR MUSEUM OF PENNSYLVANIA

*Right:
Jeff Maden and John Royal
entering the Railroad Museum
of Pennsylvania in Strasburg.*



*Below: John Royal in front of a
replica of the John Bull,
1831 steam locomotive.
Photo by Jeff Madden*



Photo above by Bill Winans



*Left: Main floor of
museum viewed from
above by Bill Winans.*

*Below:
At the Caboose Motel near
Strasburg. All the cabooses
are lettered for fallen flag
railroads. Alas, none for
American Flyer.*

Photo by Jeff Madden



*Left:
Penny Royal and Janet Madden
add faces to the Conrail diesel.
Photo by Jeff Madden*



ED SAUERS LAYOUT

Ed Sauers opened his layout to visitors during the convention. Photos by Bill Lane.



GREELEY'S PLUS

Greeley's Contest was very popular this year. Here are some more of the many entries.



All photos by Jeff Madden



Jeff Madden combined two gas stations to make one.



Andy Malette's hobo shack



Jeff Madden's modified barn

Bill Winan's interlocking tower

Alvin Clapp's combination of four Plasticville towers.



SOUTH JERSEY S GAUGERS



The South Jersey S-Gaugers displayed and ran their 12 by 28 foot layout in the lobby at the convention. Pictures, clockwise from upper left were taken by; Bob Bubeck, Bob Bubeck, Bill Lane, Bill Lane, Bill Lane, Bill Lane, and center oval by Bill Winans.



NORTH PENN S-GAUGE



All photos by Bill Lane except for the barn on the left which was taken by Jay Mellon.

