The Dispatch

November-December 2017

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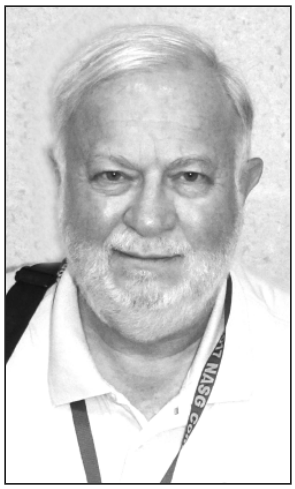
PRESIDENT'S MESSAGE



By Will Holt, NASG President

"I told two friends, and they told two friends, and they told two friends . . ."

Many of you may remember this television commercial campaign for a women's hair care product (I do not remember the product, so don't ask). The concept was that one woman liked the product so much that she told two friends. So, two pictures were added to the screen. "And they told two friends." Now four pictures were added. "And they told two friends." Then eight more pictures were added. And so on until the screen was filled with pictures.

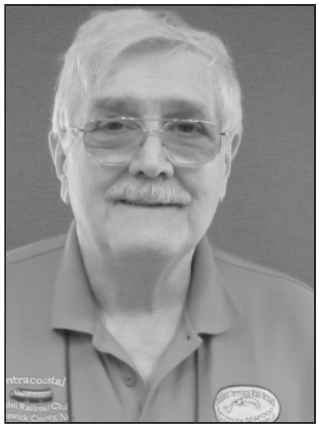
At the annual membership meeting, the members present were challenged to recruit two new people into S model railroading, one of whom is under the age of 30. Now this challenge is being put before, you and every other member of the NASG.

Think about it. If every member of the NASG were to bring two people (or families, even better) into S model railroading that would be an increase of more than 3,000 in the S population. And for the NASG that would probably result in a significant increase in membership. An increase of 3,000 S gauge model railroaders is likely to translate into 75 to 150 more members of the association; a three-percent to almost five-percent increase in our membership. And when repeated for another year after that, the results would compound upon the results of from this current year (increase S by 3,300, membership by 83 to 165). "And they told two friends. And they told two friends."

Several of you will have an excellent opportunity to start on this challenge this coming January, February and March. The NASG will have a booth at each of the World's Greatest Hobby on Tour shows during the first quarter of next year. Not only will there be the booth, but it is anticipated that there will be 1 or 2 S gauge layouts at each of the venues; Monroeville, Pennsylvania, (near Pittsburgh), Charlotte, North Carolina, Houston, Texas and Edison, New Jersey. The attendances when the show visited these cities in the past have ranged from just under 29,000 to just over 36,000. If you participate, you can probably complete your challenge in just two days!

"I told two friends, and they told two friends, and they told two friends . . ."

MUSINGS FROM THE BEACH



By Monte Heppe
Executive Vice President

As I write this, I just got back from the Baltimore convention, WOW! All of the clinics were well attended. I heard good reports on all of the tours, the layout displays in the main lobby/ atrium were impressive, the auction and stand up comedy act was a hoot and even the banquet food was excellent. It was an opportunity to see old friends from around the country and make new ones.

Congratulations to the **Baltimore** and the **Old Dominion** clubs. As I have said before, the national conventions are one of the greatest benefits of membership.

The convention cars were beautifully detailed flatcars with trailers lettered for Old Bay spice. There was a discussion on the Internet as to the scale accuracy of the trailers. Model Railroader's recent book, **Piggyback and Container Traffic** gives the dimensions of the 45' trailers originally used in this service as 45' long, 8' wide and 12'6" tall from bottom of the wheels to the top of the trailer. The trailer on the convention cars measures out to exactly those dimensions in S scale. The club still has some of these cars available. Go to the club website **http://baltimoreamericanflyerclub.org** and click on the **2017 convention car** link on the upper right side of the home page to download the order form. A list of cars in on page 27.

The new slate of officers has started on a project to update the NASG Constitution, By Laws and other related documents. We have also discussed a number of potential new programs to improve member services and benefits. This is a volunteer organization and we will need more members to fill committee positions to make this happen. Please contact any NASG Officer if you can help. E-mail address are in the back of all Dispatch issues.

Several people at the convention were surprised to learn that I live in North Carolina. From the title of the column the thought I lived in Florida. My hometown of Calabash is located in the extreme southeast corner of North Carolina. The broad beaches of the Brunswick islands are a great place to sit and ponder or walk along the ocean. I get some of my best ideas there. I've been something of a beach bum my whole life, frequenting the beaches of New Jersey, Delaware, Maryland and the Caribbean and now North Carolina.

Christmas is coming!

Do you have a friend who is a member of your local club but not a member of NASG?

Have you considered buying a membership for them? It's easy to do.

Go online to **www.nasg.org** Click on **NASG**
Click on **Membership** Click on **Join Online**
Click on **Gift Membership** and follow instructions

NASG DISPATCH

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MEMBERSHIP YEAR

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

NASG Membership Secretary
Dick Kramer
P. O. Box 268, Middlebury, CT 06762
e-mail: nasgmem@comcast.net

ADDRESS CHANGES

Should be reported to Dick Kramer at the addresses above.

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Will Holt, Dick Karnes,
Ed Kirstatter, Jim Martin,
Steve Monson, Tom Robinson

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

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

THE DISPATCH

MANIFEST

Volume 41, Number 6, November-December 2017

COVER A Chessie System way freight, pulled by a custom-painted Overland GP-38-2 passes an Amtrak train of Superliners picking up passengers at a station on a layout designed and built by Rob Whipple. Photo ©2017 by R. James Whipple.

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NASG Web Site

http://www.nasg.org

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

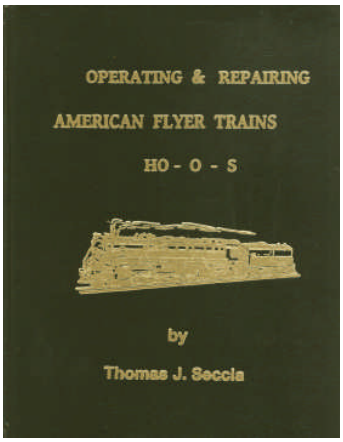
PRODUCTS

RIVER RAISIN MODELS PRESENTS RAILWAY EXPRESS AGENCY

Steel Welded Express Refrigerator Cars In S Scale Brass, expertly built by the Master Craftsman at Boo Rim Precision

These cars appeared in passenger trains throughout the country. River Raisin Models has commissioned a small run of these unique Express Reefers built by American Car and Foundry in 1947-1948 for the Railway Express Agency and Atlantic Coast Line Railway. The REA Reefers were numbered 6100 6599, the ACL Reefers were numbered 3000-3049. River Raisin will be offering these cars in four paint schemes. Each scheme will be made with multiple car numbers for those who order more than one of a paint scheme. We will offer both original paint schemes (The Railway Express Agency Dark Green and Aluminum, with Red Stripes Scheme, and the Purple and Aluminum with Yellow Stripes Atlantic Coast Line Railroad Scheme.) We will also offer two of the later paint schemes of the Railway Express Agency Reefers that saw use until the end of the REA. See our website for updates to this project including photos and ordering information. **www.riverraisinmodels.com.**

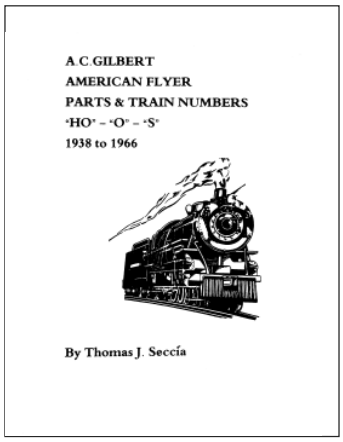
AFL+M Publishing offers Flyer Repair and Parts Books



Tom Seccia has assembled two books for American Flyer hobbiests. **Operating & Repairing American Flyer Trains** is 330 hardbound pages of illustrated instructions for repairing all types of **A. C. Gilbert American Flyer** trains and accessories from 1938 to 1966 and Lionel from 1979 to 1992.

The contents are organized in alphabetical order for your convenience. When you open the book you will find the exploded view on the left and the part numbers on the right. The illustrations are in the upright position so there is no need to turn the book to look at them. All of the part numbers in the text reflect 5-digit part numbers for diesel and steam locomotives.

In the **Operating American Flyer Trains** section you will find operating instructions for O and S gauge trains using AC power. Much of this material is from original A.C.Gilbert instruction books.



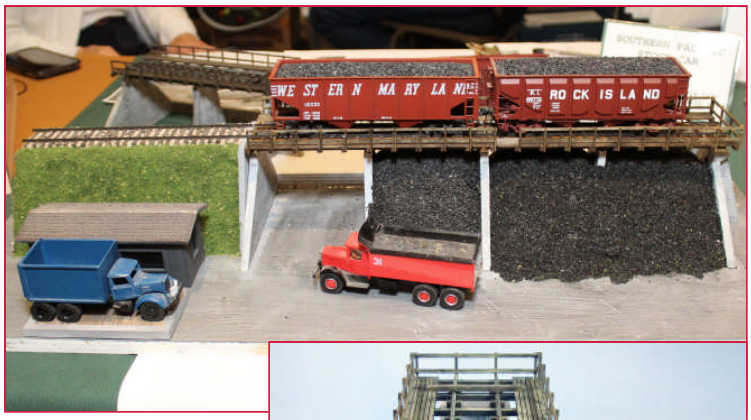
A. C. Gilbert American Flyer **HO Trains and Accessories** are covered in 20 pages of the book.

The section on **DC Operation** covers DC wiring and operating of American Flyer trains with DC motors. This section also applies to S gauge trains made by American Models and MTH. All Gilbert DC hook-ups are in this section.

A. C. GILBERT AMERICAN FLYER PARTS & TRAIN NUMBERS HO - O - S 1938 to 1966 is 100 soft-cover pages of the history of American Flyer part numbers and with various illustrations. See the ad on page 23 for prices and ordering information. For a list of dealers go to **www.aflandmbooks.com**

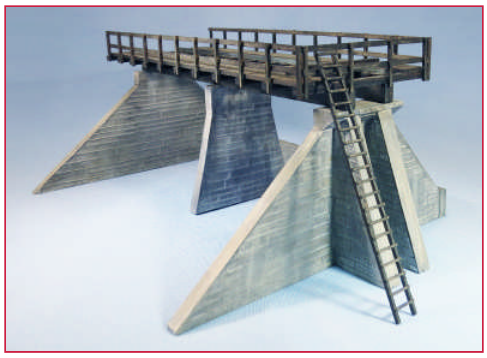
PRODUCTS

EAST WEST RAIL SERVICE COAL TRESTLE



East West Rail Service announces a new Coal Trestle kit. This kit is a joint project with Roy Meissner of Bark River Scale Models. The Coal Trestle closely resembles many early coal trestles found in the United States. When assembled, the model has a footprint of 6" wide by 8 ½" long and 3 ¾" high. The trestle is laser cut and includes a one piece tie assembly for laying your rail (rail not included), a walkway on each side of the rails, a safety fence around the perimeter of the trestle, an access ladder and three resin cast abutments. The kit is designed to accommodate one S-scale two bay 30' hopper. If you desire a coal trestle to accommodate longer or additional hoppers, multiple kits can be joined together to meet your needs. Additional abutments can be purchased by contacting Roy Meissner at **rmeissner@wi.rr.com.**

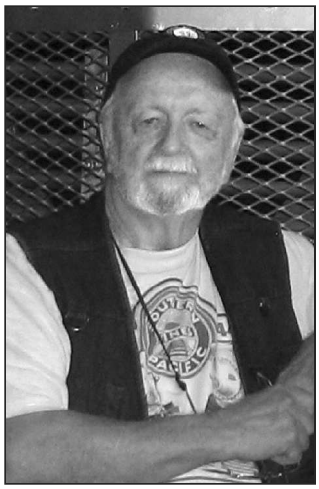
To view more images or to download a copy of the assembly documentation, visit **www.eastwestrailservice.com.** **Price per kit $40**



The Polar Express is back!

Scenery Unlimited is again offering the Lionel/ American Flyer **Polar Express** for Christmas. The set includes a 2-8-4 Berkshire steam locomotive and tender, one coach, an abandoned toy car, and an observation car to run on 3 pieces of AF FasTrack™ 10" straight, 12 pieces of AF FasTrack™ R20 curved track, one AF AF FasTrack™ 10" terminal track, 54W 18VDC Wall Pack Power Supply. FlyerChief™ remote control and a Polar Express Bell. All for **$395.99.**
To order call (708) 366-7763 or e-mail **info@sceneryunlimited.net**

CONDUCTOR'S CLIPBOARD



By Bill Pyper, Editor

This the annual **Holiday** issue. I call it the Holiday Issue because it includes the times of Thanksgiving, Hanukkah, Christmas, Kwanzaa and New Years Eve.

But in truth, Christmas is the only holiday that has any relation to model railroading or toy trains.

Toy trains have been around since at least 1861. But it was the competition between American Flyer, Lionel, and Ives that led to the association of electric toy trains with Christmas. It was Joshua Cowen, the founder of Lionel Trains who pushed the distributors and stores that carried his products to incorporate them into their Christmas displays,suggesting that they would make wonderful holiday presents.This,along with advertisements featuring Lionel trains around Christmas trees, established the connection.

Rob Whipple has contributed a really nice picture for this issue's cover. It was taken by his son R.James Whipple of their Christmas tree layout last year. Hopefully lots of you will take pictures of your Christmas layouts this year and send them to me for next year's Holiday Issue.

Last year I tried to establish (somewhat facetiously) a link between railroading and thanksgiving turkeys with an article about poultry cars. The article was well received and members sent many pictures of their S gauge poultry cars. The on-line pages of the May-June 2017 Dispatch have some really good photos including a step-by-step by David Tyner.

Lehigh Valley models, at **www.trainweb.org/s-trains/lvm/lvm.html** has kits. They list kit #LVM45 as the Palace Poultry Car at $37.00 for the kit or $115.00 built.

What you see in The Dispatch is for the most part determined by what is submitted by the members. In 2013 Jim Kindraka, former NASG Treasurer, took a survey of the membership to determine what they want to see printed in The Dispatch. It was in part due to my response to that survey that I ended up being editor of The Dispatch.

As for the survey tallies, a neutral vote would be a score of 855. A number higher than 855 is in the **wants more** column and lower than 855 is the wants less category. I try to fill the pages of The Dispatch to satisfy these preferences.

Model Building Articles	1238
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Layout Articles	1149
New Product Announcements	1069
Manufacturer Advertising	1009
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Organization News	882
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Calendar of Events entries are intended to be of interest to S-gaugers, but I also include general model railroad shows and swap meets. I get this information primarily from the various club newsletters that are sent to me. If you are sponsoring or participating in an event and you want to be sure that it is in the Calendar, send me the information by e-mail at **dispatch@nasg.org** Be sure to include, dates, times and EXACT addresses. Don't just write "at the State Fairgrounds." People coming from out of town may not know where that is. I also scan the pages of the NMRA Magazine and Model Railroader looking for events that may be of interest to members.

Classified Ads: Any active (paid up) member of NASG can place a non-commercial classified ad in the Dispatch for no charge. Ads are limited to approximately 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.

Any Member Club that has special edition cars left over from conventions or fests can advertise them at no charge on the classified ads page in The Dispatch. Send a hi-res jpeg photograph and information to **dispatch@nasg.org**

Extra pages online: The cost of printing and mailing prevents us from having more than 32 pages in each Dispatch. In the past that has meant that many good articles and pictures never got published. Starting with the July-August 2016 issue I have added extra pages that are available online to members only. I have received many compliments from members for this. However, I was surprised and more than a little disappointed when Bill Winans told me that several people at the last convention told him that they weren't aware of the extra pages. Every issue since July-August 2016 has had extra pages and more than one notification of how to access them. Instructions are the last thing at the bottom of page 31.

Hanukkah, Christmas and Kwanza all have gift giving traditions. Do you have a friend who is a member of your local club but not a member of NASG? Do you have a relative who is a model railroader but is not a member of NASG? Have you considered buying a membership for them? It's easy to do. Go online to **www.nasg.org** and click on **NASG** Click on **Membership** Click on **Join Online** Click on **Gift Membership** and follow the instructions.

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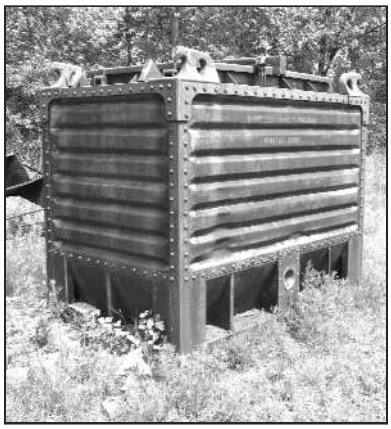
MAKE A CONTAINER CAR



By Edwin C. Kirstatter, Northern Ohio S Scalers

The railroads provided special bulk material containers for the steel mills to use at the open hearths for adding ingredients to make steel. They needed special gondolas to transport these containers.

To make one in S for our railroads to haul these containers we can start with a Lionel or Kusan O-27 Gondola body in good condition. I made a model to look like a Baltimore and Ohio Class O-27BA which were 50' inside length gondolas equipped with racks to hold 12 of these bulk containers with the drop end doors welded shut. B&O had 192 of these cars built in 1929-30. They were rated at 100 tons capacity.

To do this conversion first make a bandsaw cut down the center from end to end to narrow the car body to S Scale width. Remove the braces from the inside of the sides to allow the containers to fit inside. Cement these two parts back together with cyanacrolate adhesive (Super Glue) after some sanding to make a good fit. Hold them together with rubber bands while the glue sets. This is now a 50' inside length car in S scale. Remove 1/8" of material from the bottom of the fishbelly sides. The lost rivets here can be replaced later. Remove the cast on brake wheels, grabirons, retainer valves and polling pockets. Sand down the sides' top cords to make them thinner. Remove any lettering and paint by stripping or sandblasting before adding new detail parts.

Start the detailing by adding an extended end sill made of Evergreen Scale Models #188 Styrene Bar $^{1}/_{8}$" x $^{3}/_{16}$" x $1^{29}/_{32}$" long. Add polling pockets to this made from short pieces of Evergreen #223 $^{3}/_{32}$" tubing cemented on with Super Glue then drilled out with a #36 bit to give it a concave look. Place an Ajax Brake wheel, gear housing and chain on a bracket made for it at one end of the car at the side because of the drop ends. This will now be the B end of the car. Next place the wire Grabirons (12) by Northeastern or Tichy on the sides and ends. Add a retainer valve on first panel next to the hand brake wheel and its .010" pipe going down below. And put tack boards at left end of car near where the car number will be placed. Use Evergreen #125 styrene strip .020" x .100" to make these. Cut levers can be bent from .016" brass wire to be placed on top of the end sills using two Detail Associates #2206 Eye bolts for supports. The Sill steps can be made from re-shaped common paper staples re-bent to make 12" wide steps in S. Insert them into holes in bottom of the sides made with a #76 drill.

Continued on the next page

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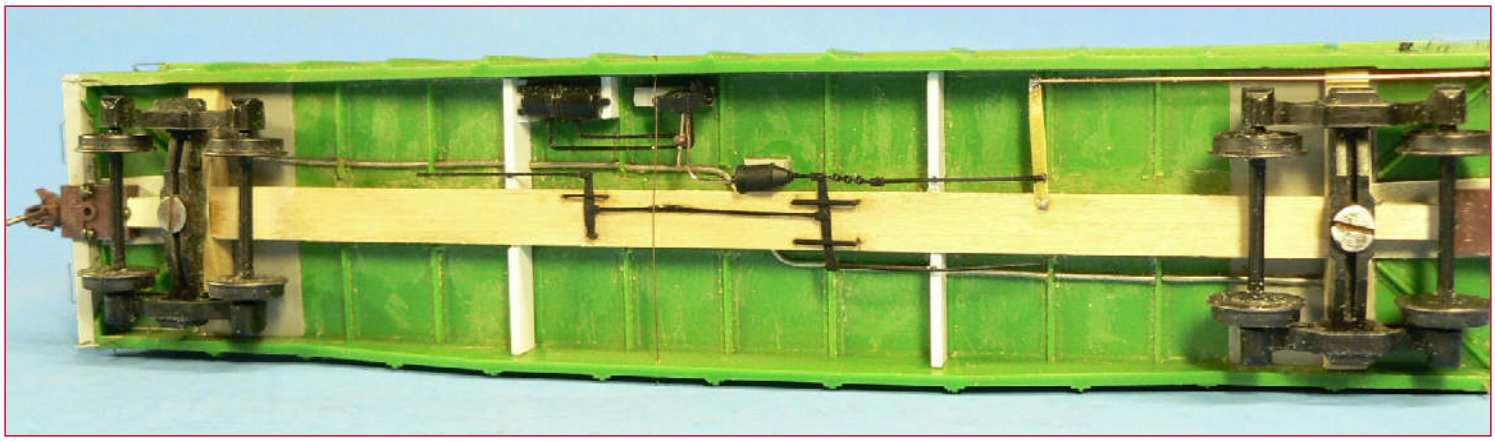
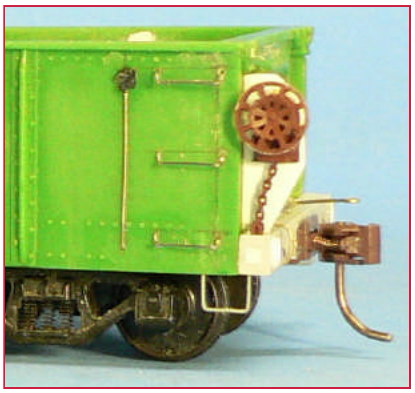
MAKE A CONTAINER CAR

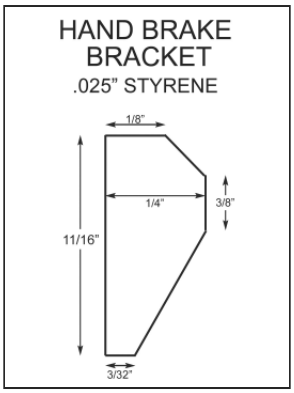


The under frame can now be worked on to include truck bolsters, center sill and coupler mounting pads and other cross bearers. For the brakes use a plastic Grandt Line #4057 Westinghouse AB brake set or a Master Creations 2301 brass set from BTS. Adding as much piping, levers and rodding to these as you desire to make a well detailed car. Make the Truck bolsters from ¼" square plastic or wood shaped to clear the truck side frames then drilled for the #4 x ⅜" flathead wood screws to mount the SHS (MTH) solid bearing 70-ton Bettendorf trucks. The Kadee #802 or #808 couplers will need a .045" pads to mount them upon to get the correct coupler height. Depending on which version of the Lionel O-27 gondola you use you may find more work to do to it to convert it to S scale.

To use the Lanes Trains Youngstown bulk material containers in this gondola we need to add spacers on the floor as the B&O did to keep these in place while in transit. There were cross bars and the middle spacers. Make the eight cross-bars from Evergreen #188, tapering the top corners and the spacers for the between the paired containers using Evergreen #155 .060"x 100. Tack boards were added to both sides of the containers as seen in prototype photographs. Any lost rivets can be replaced with the Archer Resin Rivets AR88001 cast on a clear decal film.

Paint the completed car and all of the containers a gloss black Scalecoat II S2010. Original decals were designed for this B&O car from prototype information and set into computer graphics by Edward Sauers then printed by Tichy Train Group with a special Inkjet printer. The decals for these bulk containers came from Mount Vernon Shops.





This finished gondola with the containers loaded inside weighs 15 ounces! It may be lightened by drilling out the solid resin cast containers.

References:

B&O Summaries of Equipment.

B&O Mechanical Department Equipment Diagrams. T-75425 revision C.

United States Safety Appliances, AAR 1950 edition.

AAR Code of Rules Governing the Condition of, and Repairs to Freight and Passenger Cars for the Interchange of Traffic. January 1, 1955.

AAR Rules Governing the Loading of Commodities On Open Top Cars. 1945.

Carbuilders' Cyclopedias of American Practice, Simmons-Boardman Corp.

THE CUTE AND QUAINT

But are They Needed in S?

By Jeff Madden, Editor Emeritus

Where are the "cute and quaint" affordable RTR steam locomotives and compatible rolling stock in S?

These could be the missing links that could provide a modeling spark for our scale. Affordable *ready-to-run* production could include Sn3 as well as standard gauge S. The reality now is that most modelers in any scale still revel in larger steam engines like articulateds, Hudsons, Berkshires, 4-8-4s, etc. accompanied by mainline style passenger and freight cars. The variety is definitely there in most scales, and there's a pretty good choice in S scale and hi-rail.

Yet, just like the 19th century gold rush days, there were always folks trying to discover the elusive paydirt. If there was a rich strike as in California, Colorado or Alaska, there was a rush by those seeking their fortunes. Besides these fortune hunters there were also those pioneers seeking something new — farmlands, cattle lands, business opportunities.

Back to my thoughts on *cute and quaint* steam locomotives in S and S narrow gauges. Maybe if manufacturers provide affordable *ready-to-run* steam locos and rolling stock in the category I'm talking about, then there just might be a rush to buy as there was and is with the On30 lines. So too might this occur in S. Why so?

1. Non-existent affordable ready-to-run 1880-1930 steamers could create a new market.
2. Also with matching freight and passenger cars of that era.
3. If the above hit the market with any consistency then this could create a *rush* from those modelers seeking to model older eras who had been holding back building a layout due to lack of space for a larger one and because of little or no equipment available.
4. In addition, those already modeling in S standard gauge almost surely would want to expand their rosters and layouts to add a branchline in S or Sn3.
5. With the added attraction of "cute and quaint" in S, other gauge modelers might find such offerings to be the excuse they needed to switch over to S. Newcomers to the hobby might also find this as the incentive they needed to get into the hobby with S as their first choice.
6. If hi-rail wheels were an option then there is no reason why AF and hi-rail modelers in S wouldn't be interested also.

Steam locomotives are the key in this whole scenario. Old time 4-4-0s and 2-6-0s of the late 1800s could easily spark interest in this rarely modeled era. Turn of the century (1900) 2-8-0s, 2-6-0s, Atlantics, ten-wheelers could stimulate those interested in early 20th century modeling or those wanting to place these locomotives on their layouts to use for branchline or switching duties. Even the modern modeler might find a use for an old-time loco for tourist line use.

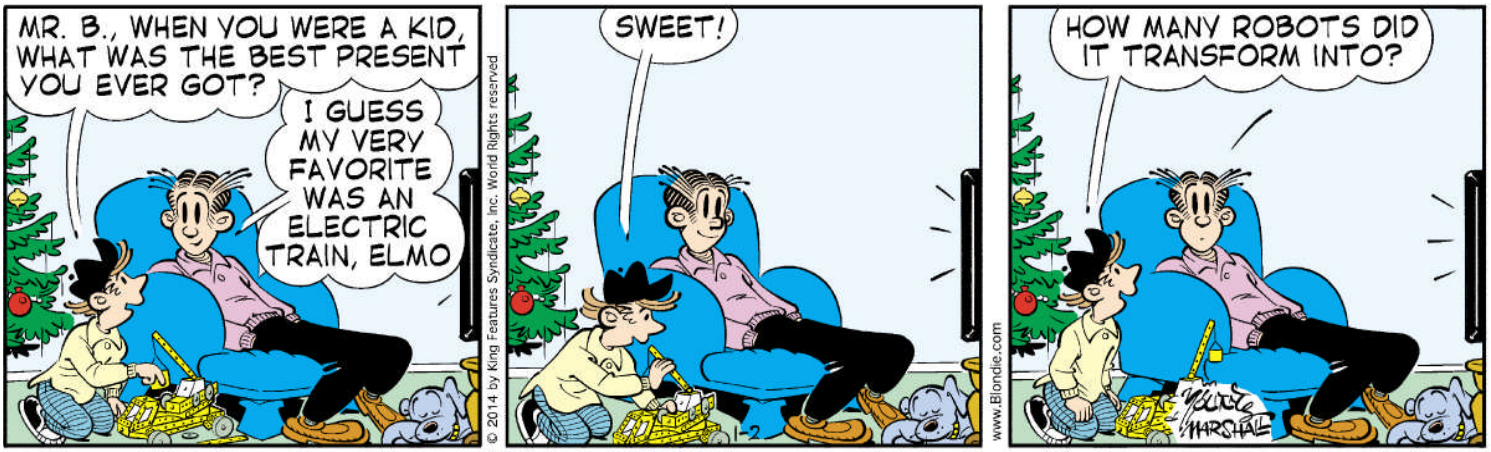
Those interested in logging type locos — Shays, Climaxes, Heislers, small tank engines — would most likely find S as a perfect size to equip small or modest size layouts. Again, look at the results of the On30 productions — there is even a magazine dedicated to that gauge.

And let's not forget narrow gauges in S. I believe modeling in On3 and Sn3, for example, has sort of stagnated due to the high cost of locomotives and rolling stock, which are mostly brass and craftsman kits. Perhaps affordable and *ready-to-run* locos and rolling stock in Sn3 and maybe Sn2, could spark those reluctant modelers who wanted to model narrow gauge lines of Colorado, East Broad Top, Tweetsie or northwest logging lines who held back because of the expense.

If I were a manufacturer attempting any of the above, I would offer such items with the option of either scale or hi-rail wheels. I would make sure that KD type couplers could be easily installed. As for AF claw couplers, I'm not so sure they would be acceptable — mainly because of the looks.

If Bachmann can create a whole new market with the odd scale of On30, then why can't true scale S and Sn3 be an even better choice to model. Maybe we can bring something new to the table?

This Blondie and Dagwood cartoon below illustrates one of the problems in interesting today's children in model railroading.



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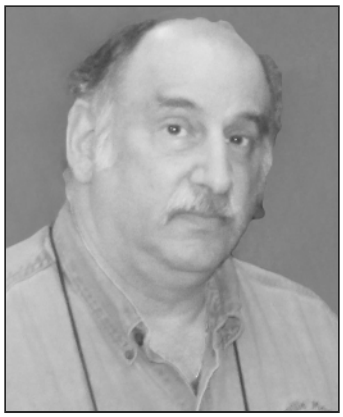
From the dimly lit damp offices of the Commemorative Car Chair



By Dave Blum

As I write this notice on September 6, 2017, I have seven Jenney Gasoline tank cars and 13 Marathon box cars in stock. If they are not sold by January 1, 2018, I am going to raise the prices on the remaining Jenney's and Marathons by $10 each. (after all, they are becoming rare). I also have a few of the 2014 Milwaukee Road Commemorative Boxcars by Lionel for $68 including domestic shipping.

Also, I need the shelf space. The 2017 and 2018 Gulf tank cars will be arriving around September 15, 2017.

We have had some nasty rains this summer, and my train storage area flooded (not joking this time). Thanks to my son's quick reaction, nothing was damaged, but I no longer leave items on the floor.

I received a gift from an unknown gentleman who did not leave a message, and only signed his name on a sheet of paper. The package was addressed to me, as Commemorative Car chairperson. The item was a light bulb holder with two semi-bare wires and an exposed wall plug. Thank you Mr. FRY!

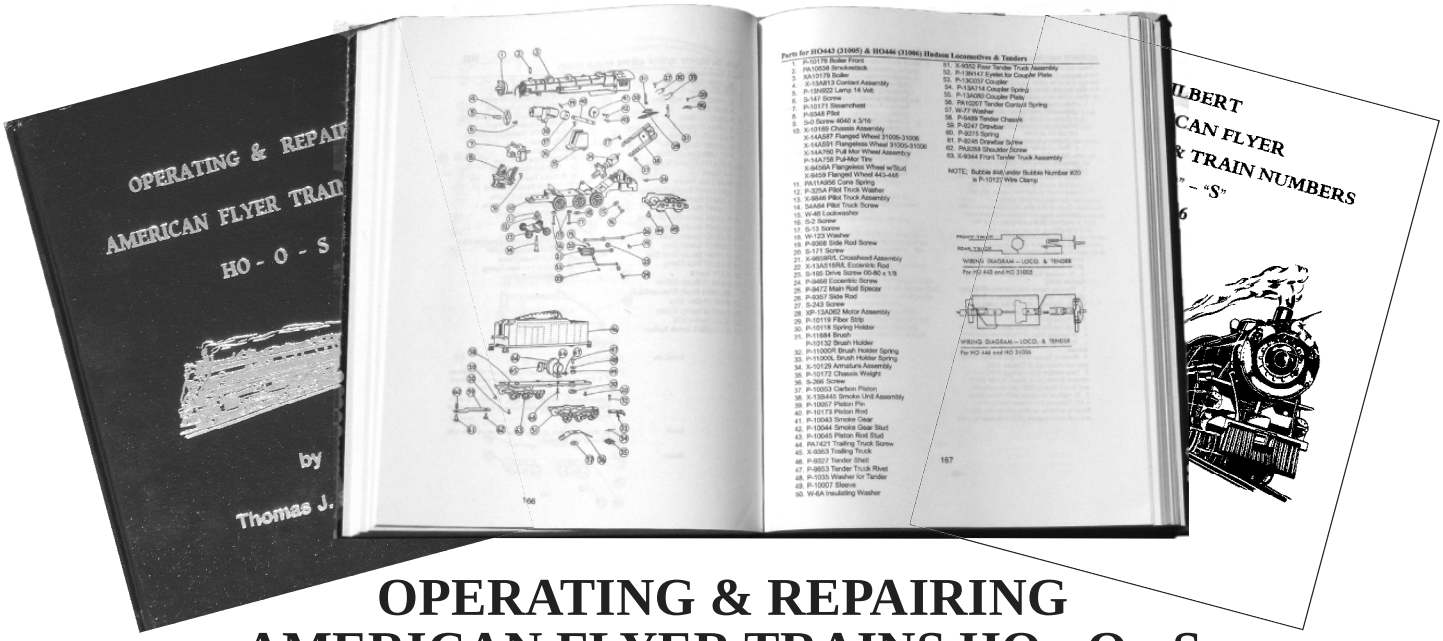
GET OFF YOUR WALLETS AND HELP ME (and NASG) OUT.

TURN TO PAGE 29
FOR ORDERING INSTRUCTIONS

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

2012 Marathon Motors Automobile Parts Boxcar. N.C.& St.L. Railroad number 3112. Price $75

2014 Milwaukee Road Boxcar by Lionel. Road number 3314 Price $68



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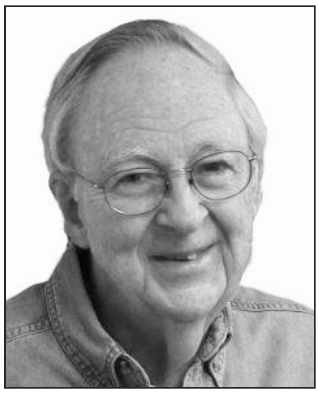
For a list of dealers go to **www.aflandmbooks.com**

TENNESSEE CENTRAL RAILWAY

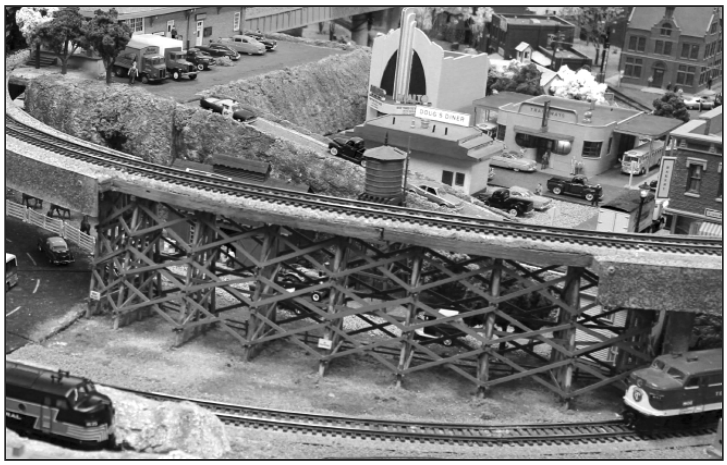
By Tom Robinson,
Atlantic Coast S-Gaugers,
Georgia Division



It has been almost three years since the last article about the Tennessee Central S gauge layout appeared in the Dispatch. At the end of that article in the January-February 2015 issue I listed some plans for changes or additions to the layout. During the past two-plus years the following has been accomplished.

1. Installation of an additional area on the upper tier track 4. This includes an LVM43 two stall engine house with three stub sidings. This is the most significant change and greatly improves operation possibilities, as it allows three or more engines to be parked without blocking use of the reverse loop. This area also includes an Am Model Builders Gandy Dancers shack with a high wheel pickup truck on the track.

2. Completion of a scratch built model of the TCRY station in Crossville allowed the LVM1 station and LVM18 freight house to be moved to the Southern Junction Yard. The station structure is now a section house across from the freight house.



3. Construction of a trestle on the area below Crossville. This replaces a section of the mountain ridge supporting track 4 in that area, thereby allowing a much more open view of the farm on the lower tier. (Picture above)

4. Added a kit bashed HO sand house and coaling towers. These are in the engine service areas at Southern Junction Yard and at Emory Gap. A scratch built engine coaling tower is at Emory Gap.

5. Addition of another Z-Stuff for Trains passenger station announcement and control system. This system at Rockwood announces trains arriving from Nashville and departing for Harriman and in reverse when running in the opposite direction.

6. Replacement of American Flyer 12B transformers with two more MRC Pure Power Dual 270 Watt AC transformers. All AC circuits on the layout are now powered by these modern transformers. This came about because of the failure of the primary core windings in one of the 12B's. This shut down the entire layout and took several weeks to diagnose and correct.

7. Installation of additional MTH DCS controls. This system now includes two Track Interface Units (TIU), three Accessory Interface Units (AIU) and two DCS remote controls. This along with the Legacy/TMCC equipment described in the last article allows me to control the layout engines and equipment as follows: All American Models or other conventional engines are controlled from the Lionel Cab I or Cab II's. By turning off the DCS signal from the TIU's the MTH engines can also be controlled in conventional mode from the Lionel controllers. All Lionel/American Flyer command control engines and all MTH engines can be controlled from the DCS hand held controllers. The Legacy engines will be limited to TMCC mode when using the DCS controller. All turnouts, accessories and reverse loop polarity can be controlled from any of the remote controllers.

8. Additional motive power. Since the last article three more American Models RS-3s have been added and decorated for the TCRY. These represent three used units from the Reading Railroad. Two are re-lettered and numbered, but remain in Reading green. The third is repainted in the blue and grey of the TCRY (the last paint scheme used before the TCRY shut down in 1968). An additional Lionel/American Flyer Y-3 representing the TCRY articulated engines purchased from the NW during the WW2 railroad traffic crunch. Two of the new MTH F-3s (former S Helper Service tooling) in NYC livery. These engines have the new PS3 control system from MTH. This is not too far-fetched for operation on the layout as a similar unit (NYC E-8 number 4080) was used on an excursion trip in 2003 as far as Cookeville on the old TCRY (later L&N) tracks.

Continued on the next page

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TENNESSEE CENTRAL RAILWAY

9. Passenger cars. An additional American Models heavy weight five-car set, and 80 ft. café car have been added. The café car was kit bashed to represent a café observation car used for troops transported to Fort Campbell, Kentucky on the western division. These cars were painted Pennsylvania red and lettered and numbered for the TCRY. All passenger cars have now been converted to Kadee 802 scale couplers (truck mounted). Interior seats, figures and diaphragms have been added to all passenger cars.

10. Expansion of HO background section. An additional higher level HO track has been added including a turnout and siding. This track includes a two stall engine house, interlocking tower, steam engine ash pit and conveyer tower, industrial water tower, and passenger way station. An Atlas C420 and a Bachman light mountain 4-8-2 steamer have been added to the HO engine roster. Three heavyweight passenger cars, hopper cars and a caboose have also been added. The Atlas RS36's , C420 and caboose were actually factory painted, lettered and numbered for the TCRY. I wish they were available in S. Everything else in HO has had to be repainted, lettered and numbered for the TCRY.

11. Humbling Experiences. In addition to the 12B failure described in section 6 above I experienced another total shut down of the layout during this two year period. After several weeks of trouble shooting I was able to determine that this was the result of the failure of a capacitor used to route the Legacy signal to the variable voltage rail of track 4. This failure caused a direct short which was masked by the Scotts Odds & Ends surge supressor. These 2 events made me appreciate the difficulty in isolating problems developing on a common ground wiring system. Luckily I had Scotts Odds and Ends surge protectors and quick blow fuses installed on all track circuits and modern circuit breakers on accessory circuits so no serious damage resulted from either event.

To see more pictures of Tom's layout go online to www.nasg.org *See instructions on* ***page 31.***

DONORS MAKE AN EARLY CHRISTMAS

Mike Andrzejewski won this Alco RS-11 diesel locomotice **donated by American Models** at the convention raffle.

David Avedesian won this Baldwin switcher **donated by Lionel-American Flyer** as a door prize at the convention.

A lucky conventioneer won this **Icing Plateform** donated by **EAST WEST RAIL SERVICE** to the NASG for the 2017 Convention.

SITE MAP FOR THE NASG WEB SITE

By Peter Vanvliet
NASG Webmaster

By the time you read this, Hurricane Harvey is a distant memory, but as I am writing this from Houston, Texas, we are in the middle of it. I live northwest of Houston where it never really floods, so we were safe here (our street did flood for about two hours after I finished most of this article). The quantity of water that this hurricane deposited is just staggering. Areas just a few miles from my house have water up to their ceiling. Forget "inches"; measurements are in "feet" (rainfall of 51" in some areas, 35.5" at our house).

I also just noticed that this is my 25th column in the Dispatch about the NASG web site. Not bad for something I was hoping would provide enough content for one year's issues!

NASG Shopping Cart

Let me start this column off with mentioning, as clarification, some things about the NASG web site's shopping cart. Ninety-nine-point-nine percent of the transactions go smoothly. As of this writing we've had exactly 1,500 transactions in the almost two-and-a-half years that it has been active. However, I need to mention that because of the way things are set up, my company, Fourth Ray Software, handles all the online transactions on behalf of the NASG web site, via PayPal. So, what that means is that your PayPal account (if you use that), your debit or credit card (if you used that), or whichever means you used to pay for your online purchases via the NASG web site will show **Fourth Ray Software** somewhere in the transaction. I try to use the word **NASG** in the transaction's description where possible, and I send out a follow-up e-mail after each transaction, so that you get a reminder as well as a note from me. However, we have a few transactions where this information is not communicated (or remembered) to the spouse who may be managing the family's finances, and so transactions are "challenged". If you ever have any doubt about an NASG or "Fourth Ray" transaction, please, please, e-mail me at **webmaster@nasg.org**, FIRST. Once we get PayPal and/or credit card companies involved, things get very complicated, time-consuming, and yes, expensive. Also, make sure that the NASG Membership Secretary, Dick Kramer, has your latest e-mail and/or phone number on record, so that we can contact you in case of an issue.

The New NASG BOT

With this year's NASG Convention comes the partial change of leadership within the NASG's Board of Trustees. Bill Pyper always tries to show a photo of the author with each article or column. I thought that was great idea, and really brings the personal side of the hobby home to each of us. Last year I thought we should do the same thing on the NASG web site. Unless you are able to attend the NASG Conventions, you are unlikely to meet or even see any of the NASG's leadership. So, the NASG web site has been updated to show the photos of the current NASG BOT members. Click on **NASG**, then on **Contact Us** to see the photos.

NASG Web Site's Site Map

A **site map** is a common feature that most larger web sites have. It is a listing of all the pages on the web site. You could compare it to a table of contents for a book. Some sites use fancy graphics, and others just duplicate the menu hierarchy that they show in the rest of the site. I finally had some time to add one to the NASG web site, since the redesign of September 2016. I provided you with four ways to view the site map.

My interpretation is that it should list all the page titles, a brief description of the content of the page, the date the page's content was last updated, and, of course, a link to the actual page itself. To view the site map, click on the **Extra Board** button, and then on **Site Map**. The top of that page provides you with some statistics about the web site. If you are a numbers kind of person, you might find that fun.

I created four reports. One pair lists the individual pages without the **Product Gallery** sections and one pair with. The two Product Gallery features (scale and AF) are quite large, and overwhelm the other pages, which is why I decided to show one with and one without. I highly recommend always going to the site map that doesn't include the Product Gallery, unless you are interested in seeing a particular model in the Product Gallery, or what was recently added or updated there.

Each pair of reports lists the site map by the pages' title or by the last-modified date of the page. If you are looking for a particular topic, I recommend viewing the site map by page title, and then use the web browser's built-in search feature (usual Ctrl+F on a Windows computer) to find a particular key word that you want to find.

If you visit the web site on a fairly regular basis, whether that be daily, weekly, or monthly, the site map whose pages are sorted by their last-modified date might be of more interest. You can scroll through and see which pages were updated since the last time you visited the site, and peruse only those.

Either way, the site map is there as another way for you to explore the NASG web site, and to help you find the information that you are looking for. The site map pages and the statistics are automatically generated by a small software application that I wrote, which is run right before each time that I upload the latest changes to the server, so it is always up-to-date. In the process I did discover that I didn't provide a description for some of the pages, or some were duplicated, so that helped me to continue to polish the web site.

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When Modeling . . . 3D-printed Shells

3D-printing is, of course, the way of the future. You can have your own small manufacturing facility right there on your desk! As with any technology, it will get better, faster, and cheaper over time. The more money you invest in a "desktop" 3D-printer, the higher the resolution of the print is, which translates into smoother surfaces. Of course, you have to be able to design the CAD drawing, or be able to buy such a design, to feed to that printer. Shapeways is a popular Dutch company that will print a design (yours or others') and ship the final product to your door. Their web site lists the thousands of designs that are available for print, including quite of few S-scale products.

3D-printing is especially important for S scale because we are in such a niche within the model railroading community. The odds of you getting that favorite XYZ locomotive or ABC car made by one of the S-scale manufacturers might be slim. 3D-printing the shell to fit on an existing chassis might be your only way forward. Now, granted, it will cost a pretty penny, but if you really want it, it is now a reasonable possibility. Listed below are all the companies or individuals who sell 3D-printed shells for locomotives or bodies for cars known at the time of this writing. For the actual links to their web sites, see the NASG web site **S Resources** button, and then click on either **Locomotives** or **Rolling Stock**.

3D Locomotives & Trucks: EMD GT18mc (Eastern European prototype).

akf models: New Zealand Railways subway cars.

CatzPaw Innovations: Russell Winged Snow Plow, designed to fit on an American Flyer caboose chassis. The owners are S-scale modelers.

Century Models: This company was started by two S-scale modelers, Bob Frascella (CAD work) and Michael Ostertag (prototype measurements). Their focus is to design and make available parts that allow you to build various second-generation diesel locomotives, such as the Alco C420, EMD GP392, GP40 and 40-2, a conversion kit for the EMD GP30.

Damin Keenan: GE 25-tonner.

DKRickman's Shop: Atlantic Coast Line M-5 Caboose (three versions), Southern Rwy Bay-window Caboose (built in 1969; two versions).

Eastern Road Models: Canadian National Single-sheathed Flanger, CN Double-sheathed Flanger, CN Steel Frame Flanger, CN Wingless Snow Plow, NAR Bay-window Caboose, GTW Wooden Caboose, CN Hart Convertible Gondola, CN General Service Gondola, CN End-cupola Wooden Flanger.

Gardiner Model Railroad Designs: Canadian National D-1, CN C-1 Baggage/Coach Combine, CN C-2 Coach, Fairmont S2 Speeder (intended as a scenic model only).

GHB International: Brooklyn & Queens Transit (B&QT) 8000-series Peter Witt Trolley.

Imperial Hobby Productions: PRR Budd Silverliner MU Commuter Car, Double-End PCC SFMR/MUNI Trolley, Illinois Terminal Double-End PCC Trolley, Red Arrow Double-End PCC Interurban Trolley.

Kiwi Trains: UD Class 1940 Depressed-center Flat Car, Dh General Electric, EF Class.

Lurgan Branch Prototypes: SD60E "Crescent" Cab.

Marbelup Models: Australian-prototype Sn3-1/2 locomotives, cars (a.k.a. "wagons").

Marsh Creek Mini: Porter locomotive body.

R3feetr: TPLCo Log Car With Bunks, TPLCo Mill Car.

Stony Smith Designs: WhaleBelly Tank Car.

Tebee Models: Sn2 cars (freelance, whimsical, or of European heritage). Sn3 cars, and cabooses, and a Doodlebug.

Willmodels: Whitcomb 65-tonner.

Willy Monaghan: 1885 Wood Passenger, Baggage Cars by Jackson and Sharp, 1870 and 1885 Wood Milk Cars by Jackson and Sharp, 1890 Wooden Ulster & Delaware (U&D) Box Car, 1890 Wooden D&H Hopper, 1880 U&D Bobber Caboose, 1890 Wooden U&D Flat Car, Buffalo Rochester & Pittsburg Wooden Hopper, 1880 Gondola (with and without stakes).

Z & N Scale Tracks, Odds and Ends: PRR H8/9/10 Boiler with Cab, PRR E6 Boiler with Cab (two versions), PRR E6 Tender, PRR L1 with Cab, PRR L1/K4 Boiler, Reading G3 Pacific Boiler with Cab.

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Happy

Jerry Terlisner, Steve Blacburn and Charlie Stenzel of the ***Rocky Mountain Hi-Railers*** *from Boise, Idaho operate their portable layout* ***Lookout Junior*** *at* ***Holiday Magic on Main Street*** *in Emmett, Idaho.*

Every year in December the ***Pioneer Valley Model Railroad Club*** *of Massachusetts and Connecticut sets up a large S gauge layout called Santa's Trains at Look Park in Florence, Massachusetts. This year it will be on display from December 8th through December 24th.*

Holidays

Olaf visits a snow scene on the Baltimore American Flyer Club layout.

Above: Sharon Russell's Whoville on the Baltimore American Flyer Club's layout.

American Flyer supporting Springfield, Ohio retailer

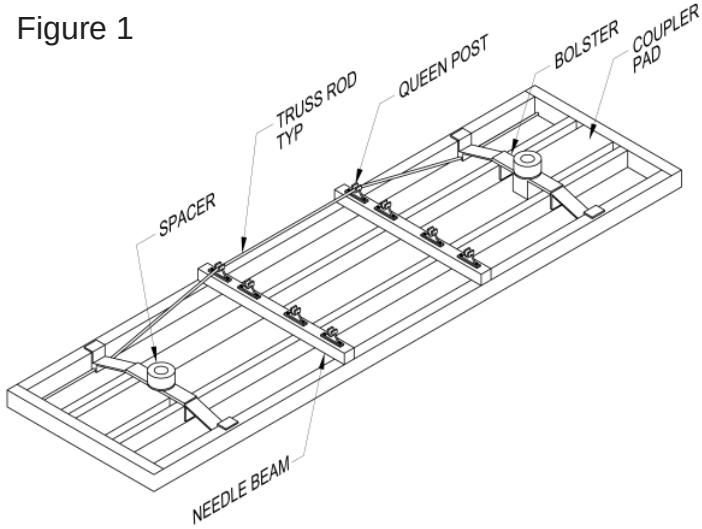
Miami Valley S Gaugers member Keith Wagner installed an S gauge layout at the Upper Valley Mall, in Springfield, in November, 2016. It is located in Treasure Troves Antique Store. Keith shares, "The engine is a North Pole Express Switcher with three Christmas boxcars and a caboose. He used pike master track, a variety of Department 56 buildings and a few American Flyer accessories, including a billboard and train station. Some of the items, such as the mountain, are from my Polar Express layout in his basement. The snowman water tower came from Menards. He trained the employees at the store to operate the train. It ran about twice a day for 2 hours. The layout was quite popular. Many people stopped and took pictures. It also brought folks into the store to get a closer look. It was a rewarding experience for Keith as he had the opportunity to discuss model railroading with many people of all ages.

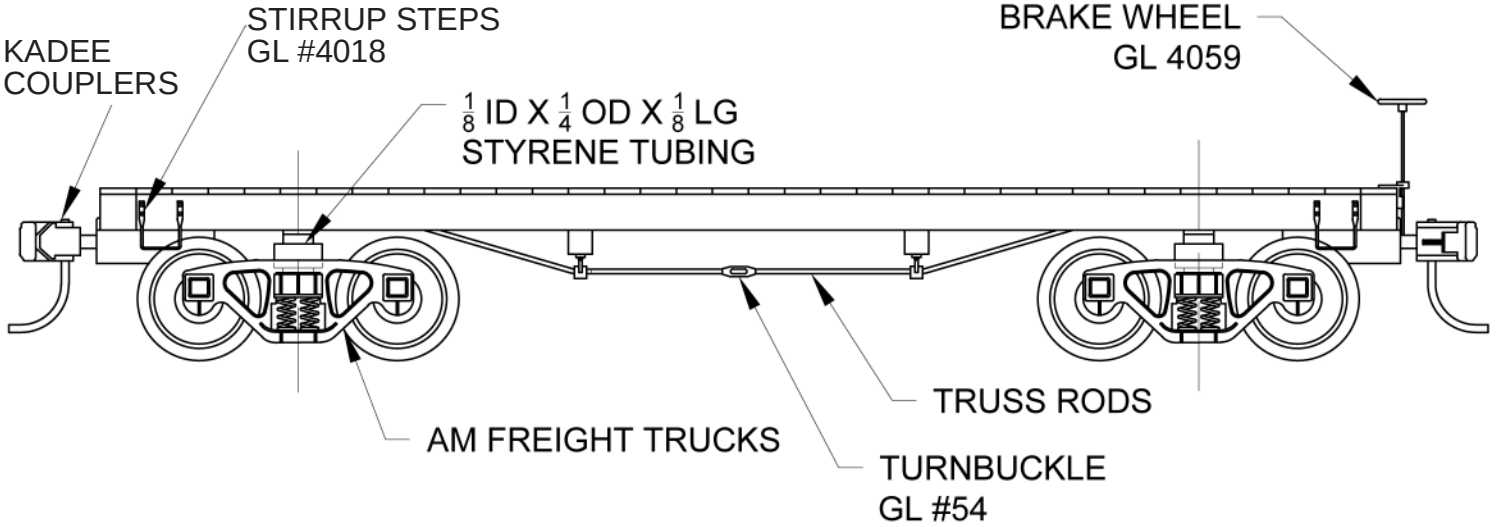
BUILD A WOOD FRAME FLAT CAR

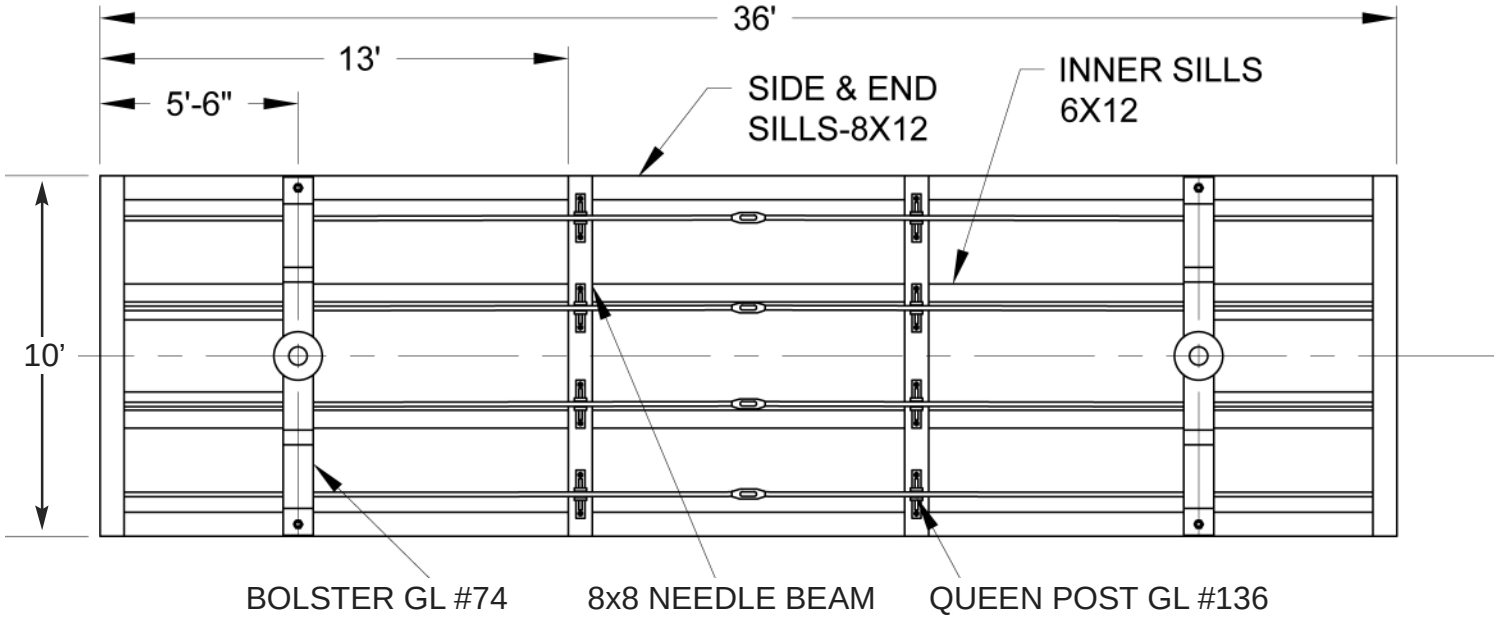
By Joe Kimber In the winter of 2016 my wife and I spent a month with her sister in sunny Florida. Not being a sightseer or beach person, I purchased two inexpensive narrow gauge freight car kits to take with me, a flat car and a box car. These were basic wooden kits less couplers and trucks. Assembly took the better part of the month. After building these, I decided to attempt to scratch build a flat car. I discovered just what I needed in the NMRA Sierra Division News Letter of October 2011. All that was necessary was to make a scale drawing in S gauge. A drawing of the basic frame is shown in Figure 1.

The car is not a model of any particular prototype, but it is a fair representation of the flat cars common in the late 19th and early 20th centuries. There is not much detail on it, just enough to be interesting. I gathered the parts from various sources. The couplers are Kadee 802's, the trucks are from American Models. Grandt Line provided most of the detail parts, the bolsters, stirrup steps, queen posts, brake parts, nut/bolt/washer castings, brake wheel and brackets and coupler lift bars. I used Tichy Train Group bronze wire for the truss rods.

Figure 1







Start construction by building a simple frame. Next install the intermediate beams. The car width and intermediate beam placement are determined by the bolster. The bolster has grooves for both the beams and the truss rods. Glue the bolsters in place now. See Figure 2 on the previous page for location.

When the basic frame is complete, glue the intermediate beams in place and let dry. Next install the needle beams. See Figure 2 for the location. Set the frame aside and let dry. On the prototype, the queen posts hold the truss rods in place and apply an upward force to the car deck when the rods are tightened. Carefully locate the center of the queen posts on the needle beams (see Figure 3, end view on the right). Drill a .020" hole in each location. Cut the queen posts from the sprue leaving the stem on the post. Glue the queen posts in the pre-drilled holes. Check alignment and let them dry.

I prefer CA (cyanoacrylate or superglue) for gluing styrene to wood. However, this still needs to fully cure. Now it's time to install the truss rods. Cut a piece of phosphor bronze about 1" longer than the car. Slip the turnbuckle on the wire to about the middle. Lay the wire in the queen posts and mark the bend points on the wire. Remove the wire and bend it to the approximate angle to pass under the bolster slots corresponding to each location. At this point the is no deck on the flat car, allowing you to work from either side. This makes bending the wire somewhat easier. When you are satisfied with the shape of the wire, trim it to fit between the end beams and glue it to the queen posts. When this has set up, glue the wire to the slots in the bolster. Center and align the turnbuckles and glue them in place (see Figure 4 on the next page).

If you want to install brake detail, now is the time to install the piping. Cut grooves in the top of the intermediate beams, bend the wire, lay it in place in the grooves and apply glue. Grandt Line sells complete brake sets with all the parts you need, including pipe fittings. You can purchase a full set or just buy the parts you want to install. Pipe fittings must be slipped on the brake pipe before you glue it in place. Add any under body detail you like. I didn't install a lot, just enough to suggest that something is there. Now glue the truck spacers on the bolster (see Figure 1)). At this point you may spray the underside and sills the color of your choice. See Figure 6 for the location of under body detail.

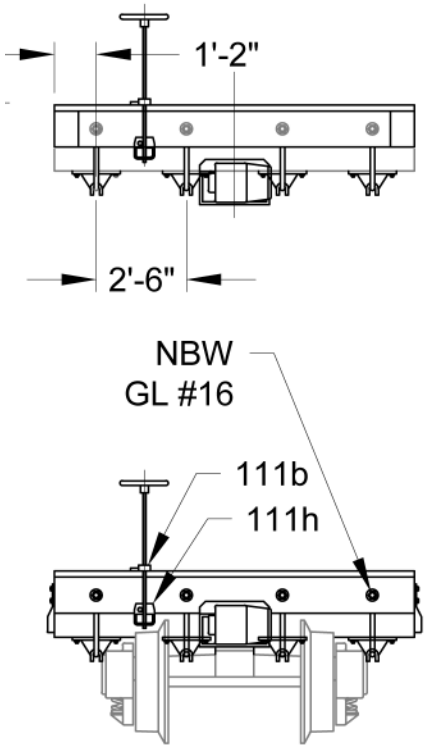
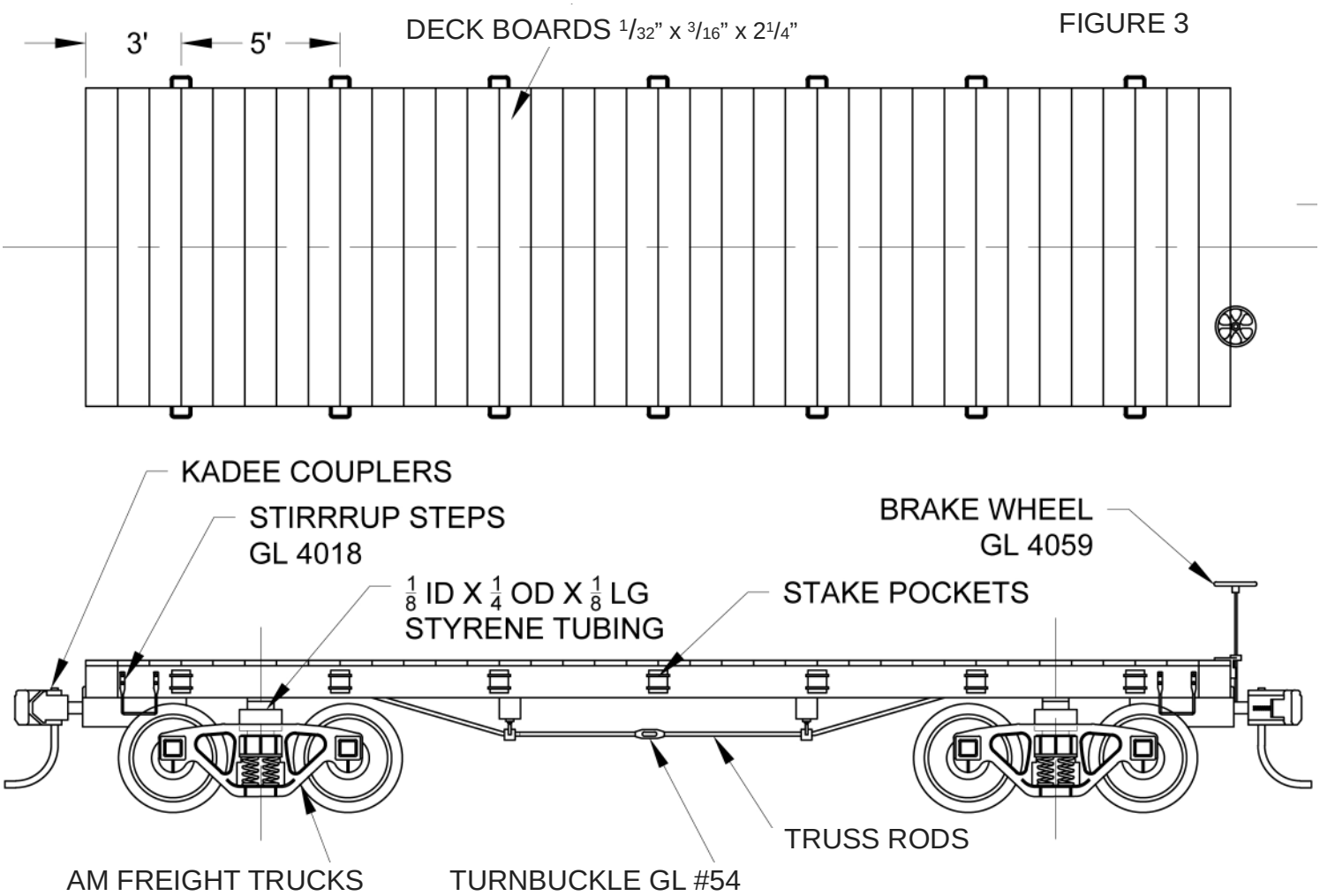


FIGURE 3, END VIEW

Continued on the next page

FIGURE 3



BUILD A WOOD FRAME FLAT CAR

Now on to the deck (see Figure 5). Stain the sides and edges of the 1/32" thick X 3/16" wide strip wood. Cut pieces slightly longer than the car width and glue these across the frame, checking as you go to be sure they are square with the side sills. If you mount the trucks to the car, applying the deck will be somewhat easier. You can trim the deck boards as you go if you wish, or after all boards have been glued down.

When the deck is complete, install the 3/16" thick X 3/8" wide coupler mounting pads and couplers. Paint these to match the under body. Mount any detail you desire. I added stake pockets, coupler lift bars, brake staff and mounting hardware, stirrup steps and air hoses. Also some under body brake detail. All of these items are from Grandt Line. I used O scale narrow gauge parts where S scale parts were not available.

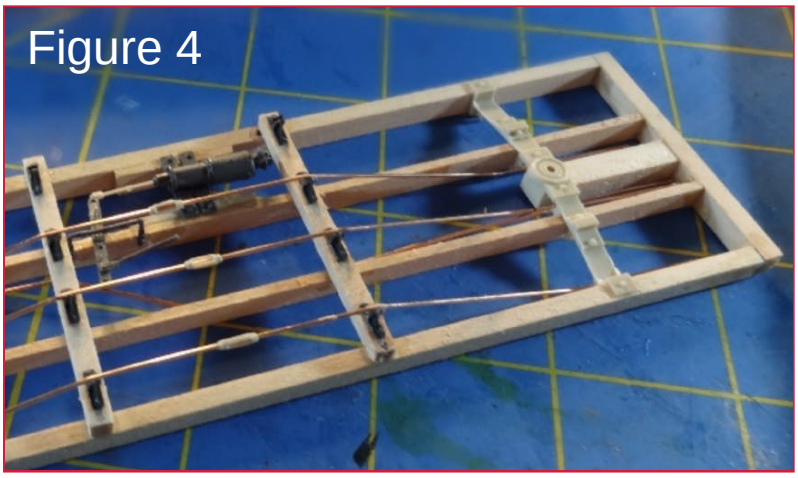


Figure 4

A little weight added to the under side of the car greatly improves tracking. This could also be accomplished by placing a load of some sort on the deck. You now have a unique freight car to place on your layout. It's only a short step to adding sides to your car and building a gondola or low side hopper car.

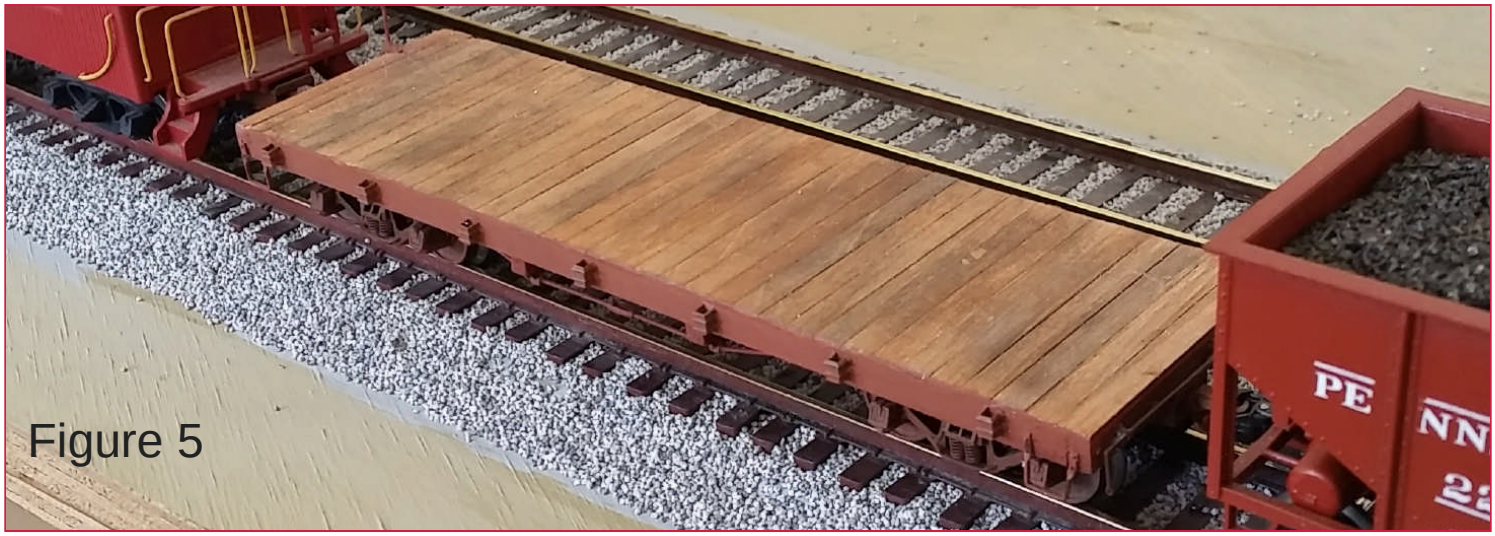


Figure 5

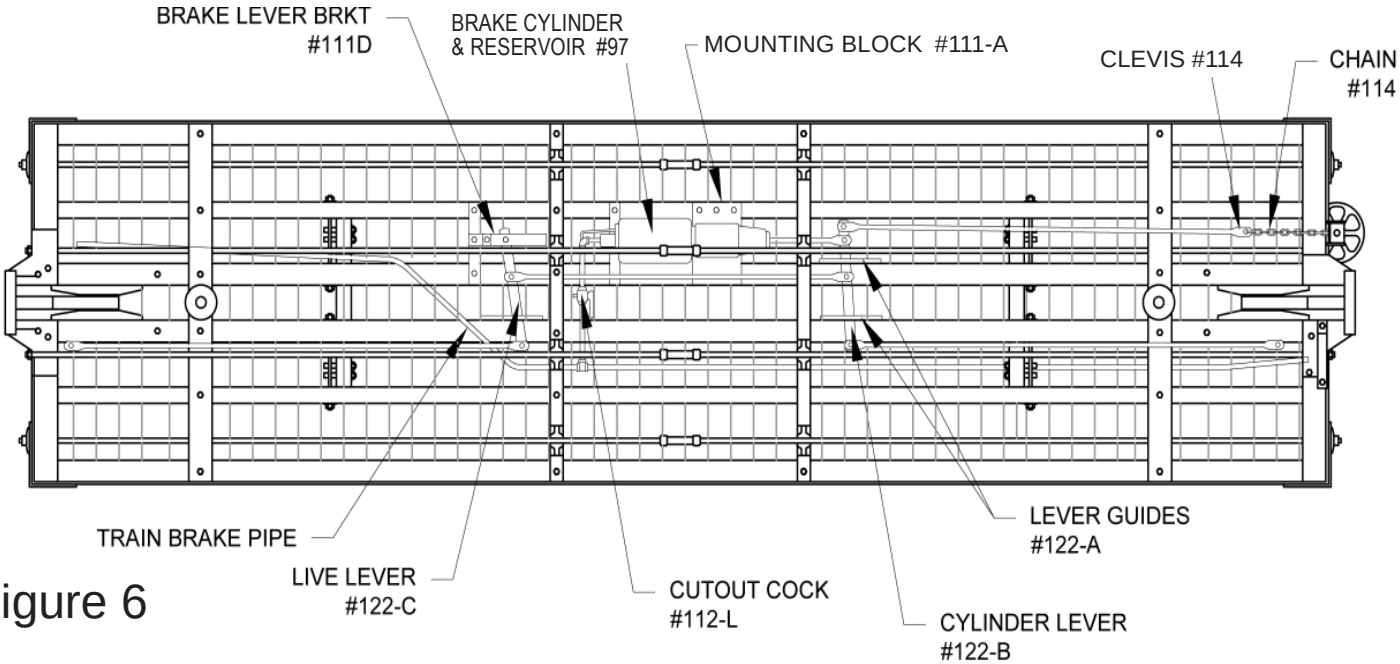


Figure 6

THE LIONEL TRAIN GAME

DOUBLE CROSSING

By Steve Monson, Brooklyn Park, Minnesota

I am writing this review because I think this game is fun and would be enjoyed by many train fans, both modelers and full size railroaders.

It can be played with 2 to 6 players. Each player makes up a train in the yards (inner circle) with up to six cars, consisting of box, hopper, tank and passenger cars. The player then takes his train out on the mainline (outer circle) and acquires contracts to ship carloads of goods or materials from various industries. The cars then go back to the inner circle yards where they are available to be purchased again. During the game a player will need to go back to the yards once or twice to add to their train.

The winner is the first player who accumulates six contracts and returns their train to the yards.

At first glance this board game looks to be a railroad version of Monopoly. Like Monopoly, there is a banker, but instead of buying and renting property, one is buying rail cars and collecting shipping fees. The winner is not decided by who has the most money, but by who gets the most contracts first.

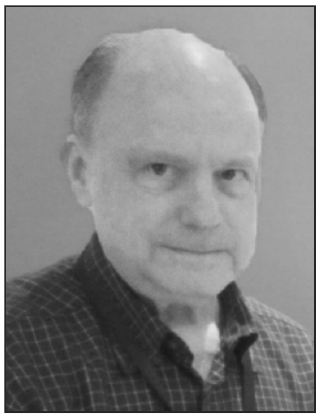
In addition, for added revenue one can add passenger cars to their train. The four corners of the board are passenger depots and anytime one stops at one of the depots, everyone else has to give them money.

Like Monopoly there are spaces that you do not want to land on. For example Derail, Dissatisfied Customer and Pay Taxes. Monopoly has Chance and Community Chest cards. In this game they are called Crew Cards and they can affect train operations. Normally the player shakes two dice, but with certain Crew Cards in their possession one can Go Slow by shaking just one die, or Back Up fast or slow. Other stopping places on the board add interest as well.

I have played this game several times with four people. One time the game was over in little over an hour. Considerably less than the average time for Monopoly. The lead often changed hands. Another time was much longer, however, and we ended up setting a time limit, the winner being the one with the most contracts.

There is enough realism to satisfy most adult train fans, yet it is probably easy enough for an eight year old. This game is not for everyone, but if you like both board games and trains, you will probably find it enjoyable. This game was first produced in 1988 and may not have been made for years, but large numbers are available on eBay and Amazon for $20 and up.

S GAUGE NEEDS MORE PROMOTING



By Dick Karnes
NASG Contest Chair
Mercer Island, Washington

I am very skeptical about the promotion efforts of the NASG. The problem, as I see it, is that the NASG does not approach the differing potential audiences according to what would appeal to them the best. "S" can be very confusing to those who have some experience in other scales, let alone those just beginning to dabble in S.

Let me make some suggestions:

1. Potential Audiences

1.1. O and G gaugers who wish to downsize.
Possible reasons:
- Downsizing living quarters
- Want more railroad in a given space

1.2. N and HO gaugers who want to upsize
- Eyesight (aging) would be the primary reason

2. What would appeal to these audiences?

• If already modeling in O gauge 3-rail, migrating to S tinplate or hi-rail is a no-brainer. We have this well covered commercially, and it's relatively easy to market to them because our primary source of confusion — wheel flanges and track standards — is a non-issue.

• If already modeling in O gauge two-rail or HO or N, they are used to track and rolling stock products conforming to NMRA wheel and track standards. If they look at S, they are faced with an utter confusion of tinplate, hi-rail, and scale alternatives, with coupler issues to match. These people will be blind-sided by the incompatibility of, for example, American Models turnouts and River Raisin brass.

What's more, there is not a complete array of trackage products to support the scale convert. It is impossible to purchase a flextrack-compatible motorized turnout, whereas every other scale has these. Even modelers who would prefer under-the-table or otherwise hidden turnout motors would want to begin with "plug-and-play" turnouts for a quick start. The closest we have is the S Helper/MTH No.3 turnout, on elevated track bed, with an unrealistic absence of guard rails, too sharp for long wheelbase locomotives and cars.

• We need to identify these scale converts and develop a promotional approach to them, citing, for example, Tomalco or Shinohara turnouts and Caboose Hobbies ground throws as a good starting point, and pointing them to the scale side of manufacturers' rolling stock products. Even so, we need to appreciate their skipping over S in favor of smaller/larger scales that have complete lines of off-the-shelf track products.

• DON'T make them learn by their own mistakes to distinguish between hi-rail, tinplate, and scale. They will never stick around long enough to comprehend the difference, let alone tolerate it.

3. Advertisements

Make sure that NASG-backed ads are properly aimed at the target audience. The RMC inside-cover ad is a good example of usually getting it right. It is generally devoid of the very large AF-compatible couplers that would be a turnoff to RMC's scale-modeling readership.

Individual vendor ads in the various magazines are not so discriminating. We need to help them orient their ads to the readership. Example: *Model Railroad News*. For the entire time I edited *S Curves* in Model Railroad News, I was disappointed in the juxtaposition of both scale and hirail in some S vendor's ads.

It seems to me that there is a basic dichotomy in S as well as O, and that is the difference between train running and collecting versus railroad modeling and construction. These are basically two different hobbies that are united simply by our love of trains. In O, the distinction is absolute, three rail versus two rail. In S, the distinction is not so clear. There are hundreds, maybe thousands, of S hobbyists who lie somewhere on the spectrum between the two extremes of tinplate toys and exact-scale modeling. This, to me, is reflected in our promotional inconsistency and its resulting failure. Within the S community, we understand each other and are secure in our respective niches. To the outsider, we will continue to stumble until and unless we can target our various promotional efforts appropriately.

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.

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: Custom and factory painted brass locos, steam and diesel, and rolling stock. Also, American Models diesels and Omnicon resin PRR shark diesel A-B-A. Contact Pete Gehret, 59 Glenalla Pl., Castle Rock, CO 80108 (send SASE) **PAG125@comcast.net** or 303-916-8355 for list with photos.

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, observation 24712, 708 horn control. $1850 full set. (2) Kadee #805 S Magne-Matics (12 env., total 24), original, unopened; $30 for all. (3) Original, mint, Hoquat GE 40t Steeplecab Electric kit (c1981); needs Athearn SW1500 HO chassis. $50. (4) NASG 1980 20th anniversary commemorative. 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: (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 alll 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: 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.

ESTATE SALE: Noted collector and repairman Philip Peschi died this past October. His model railroad equipment specializing in Lionel and American Flyer trains and memorabilia is for sale. If you are interested in seeing what's for sale please e-mail **ppptrains@gmail.com** for a list of items and prices.

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: 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.

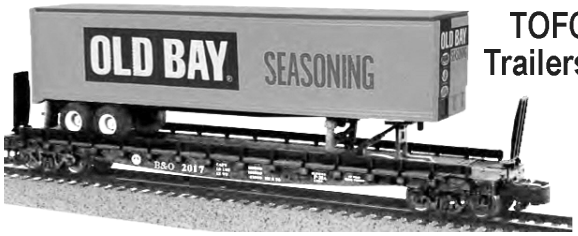
WANTED: Trolley or "Doodlebug." S gauge. DC Current, Contact George at **micha540@optonline.net**

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 check payable to **SCSGC** and mail to: mail to: Jeff Kruger, 1865 Nottingham Lane, San Dimas, CA 91773-3718

2017 CONVENTION CARS AND TRAILERS



TOFC $70 each
Trailers $25 each

Shipping:
$11 first item
$4 each additional item

The **Baltimore American Flyer Club** has the following TOFC and trailers remaining from the 2017 NASG Convention. B&O #2017 in Scale only. B&O #9523 in both H-rail and Scale. Western Maryland #1889 in both Hi-rail and Scale. WM #2411 both Hi-rail and scale. Extra McCormick trailers are available. Go online to **http://baltimoreamericanflyerclub.org/wp-content/uploads/2017-CarForm5R-1.pdf** or send order by mail to David Blair, 35 Beecham Ct., Owings Mills, MD 21117.

LOW COST ROCK WALLS

IT STARTS WITH A PENCIL AND SOME HAMBURGER

By Jim Martin, S Scale Workshop, Photos by the author. People who know me will tell you I am the *Champion of Cheap,* especially when it comes to found scenery materials. I scoop up road grit in the spring for ballast, use tea leaves for ground cover, and whenever I walk the dog I carry garden shears and scan the bushes for likely tree armatures. Here's a way to cheat the recycling box out of some of those white Styrofoam trays the supermarkets use for meat and produce. With a little pencil and paint work they make convincing stone or brick walls.

Once you've washed the tray clean, inspect the surface. Some meat trays now come with a plastic film on the surface. These won't work. You need plain Styrofoam trays. The technique I'm about to describe also works well on pink Styrofoam building sheets. I used a bread knife to slice a thin two-inch slab of pink Styrofoam for this demonstration.

Step 1: The trick is to use a soft, dull pencil to emboss your brick or stone lines. Then start *carving*. You don't want to push so hard the tip breaks the surface, just hard enough to make an indentation. If you are doing stone work, you can also stipple the face of the stones to create surface irregularities. These will show up nicely later on. This is the sort of work you can do in front of the TV during commercials.

Step 2: Once you have scribed your stones, paint them with water based acrylic craft paints. I used *Country Maple* to paint the entire surface and then lightened and darkened some random stones by mixing a little Antique White or Burnt Umber into the base colour.

Step 3: After the paint has dried, apply a wash of thinned acrylic Black or an ink-based wood weathering solution.

Step 4: Dry brush the stones with Tan acrylic craft paint. If you haven't tried dry-brushing before, practise a little. Dip the brush lightly into the paint and then wipe it against a roll of shop towels until you think there can be almost no paint left. Then lightly brush the top surfaces. The effect will amaze you. I use this technique for weathering buildings and rolling stock.

Finally, glue your stone walls in place. Foam-friendly panel adhesive works well.

And there you have it . . . Good looking stone walls for next to nothing.

Above, from left to right, are the four steps: carving, painting, black wash and dry brushing. This is pink Styrofoam, but foam food trays also work well. Below: The finished product attached to the front of an S-scale diorama. The author likes small projects such as this to test scenery techniques.

Join the Bristol S Gaugers as they Celebrate their 70th Birthday at

The New England NASG S-PRESS Convention

July 24th to 29th, 2018

We've got fantastic tours,
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A Full Schedule of Exceptional Rail and Family Tours

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DON'T MISS THE CONVENTION'S FEATURED TOUR!

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Tom Robichaud's as featured in Classic Toy Trains
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Bob Frascella's large 30' x 40' scale layout

CONVENTION HEADQUARTERS

is the Boxboro Regency Hotel & Conference Center
in Boxboro, Massachusetts
Just 40 miles from Boston at Exit 28 off Rt. 495

GO TO

www.bsgr.us

for more information on the convention
and how to register and order the Moxie tank cars.

The first 70 to register will be entered in a drawing for any of the following prizes: Free Room Night Certificates at the Convention Hotel, a pair of Convention cars, a ticket for the Green Mountain Railroad tour, a banquet ticket, OR several $25 gift certificates to use with any dealer at the trade show!

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.

November 4, 2017 — Rickreal, Oregon
POLK STATION SWAP MEET & SHOW held in the Rickreal Grange Hall, 280 Main Street (Hwy 99W) just south of Highway 22, 10 miles west of Salem, OR. **FREE ADMISSION**, Free Parking and great food. The Rickreal Grange is also hosting a Holiday Craft Bazaar.

November 4 and 5, 2017 — Syracuse, New York
GREAT NEW YORK STATE MODEL TRAIN FAIR at the New York State Fairground. Saturday 10 am to 5 pm, Sunday 10 am to 4 pm. One of the northeast's premier model train shows! 270 vendor tables, 30+ operating layouts. Adults 16 and up $10, children 15 and younger free. Sponsored by the CNY Chapter, National Railway Historical Society. Info at: **www.modeltrainfair.com**

November 4 and 5, 2017 — Raleigh, North Carolina
The **ATLANTIC COAST S GAUGERS CAROLINAS DIVISION** will display and run a large modular layout for the **32nd ANNUAL NEUSE RIVER VALLEY MODEL RAILROAD CLUB MODEL TRAIN SHOW** 9:00 am to 5:00 pm both days. Admission $9, children under 12 free.

November 4 and 5, 2017 — Crockett, California
CARQUINEZ MODEL RAILROAD SOCIETY and the **CARQUINEZ TOY TRAIN OPERATING MUSEUM** will hold an open house and show at 645 Loring Avenue (Across from C&H Sugar). Info at **www.cmrstrainclub.org**

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 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.newport2Ol7.org**

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. Operating layouts. New and old trains to buy, sell or trade.$5 adults, under l2 free with adult. For informationgo to: **cyberlen@roadrunner.com**

November 11 and 12 — Sandy, Utah
INTERMOUNTAIN TRAIN EXPO Saturday, 9 to 5 and Sunday 9 to 4. South Towne Expo Center, 9575 South State St. $10 at door or $8 online, 12 and under FREE! Check web site for complete list of activities, vendors, layouts, and manufacturers at the show. **www.intermountaintrainexpo.com**

November 11 and 12, 2017 — Myrtle Beach, South Carolina
GRAND STRAND MODEL TRAIN SHOW and Sale Inlet Square Mall, 10125 Hwy 17 By-pass. All scales. Adults $5 under 12 free with adult. Web site **http://www.gsmrrc.org**

November 11 and 12 — Milwaukee, Wisconsin
TRAINFEST 2017 9 am to 5 pm 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, and kids 3 and under are free. A full listing and preregistration is available at **http://www. trainfest.com**

November 11 and 12, 2017 — Roseville, California
INTERNATIONAL RAILFAIR MODEL RR SHOW at the Placer County Fairgrounds, 800 All American City Blvd. Operating Layouts, vendors, snack bars, TrainMart Consignment Store! All scales HO, N, Z, S, O, G, Lionel and narrow gauge will be represented. Kids can operate a model train and become a Junior Engineer. Saturday 10 am to 5 pm, Sunday 10 am to 4 pm. Admission: Adults $10, Children under 12 Free. Free Parking at the farigrounds.

November 17 through 19, 2017 — Glendale, California
45th CAL-STEWART MEET for all toy train, model train, train and toy enthusiasts and their guests. Held in the Glendale Civic Auditorium, 1401 North Verdugo Road. For more info go to **www.ttos-sw.org/calstewart_brochure.htm**

November 18 and 19, 2017 — Albuquerque, New Mexico
RAILS ALONG THE RIO GRANDE — 2017 Model Train Show in the Sid Cutter Pilot's Pavillion 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 19, 2017 — Westminster, Maryland
The **BALTIMORE AMERICAN FLYER CLUB** will be operating their layout at the **WESTMINSTER TRAIN SHOW** at the Carroll County Agricultural Center, 706 Agricultural Drive. 10 am to 3 pm. Admission $5.

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**

November 26, 2017 — Rochester, New York
WESTERN NEW YORK S SCALE ASSOCIATION will display and run their layout at the **TTCS Show** held in the Eagles Club, 1200 Buffalo Road.

November 26 to December 30, 2017 — Kannapolis, NC
The **ATLANTIC COAST S GAUGERS CAROLINAS DIVISION, Southern Branch,** will display and run its large modular layout for the City of Kannapolis' **Celebration of Lights and Winterland Express** at The Village Park, 700 West C Street.

December 2, 2017— Rickreal, Oregon
WILLAMETTE VALLEY MODEL RAILROAD CLUB 2017 **TRAIN SHOW AND SWAP MEET** at the Polk County Fairgrounds, Hwy 99W, just south of US 22, 10 miles west of Salem, OR. Open 9:30 am to 2:30 pm. Admission $5. FREE parking. Food available. All scales including S. For more information contact Judy MacInnes at **macinnej@msn.com**

December 2 and 3, 2017 — Raleigh, North Carolina
The large modular layout of the **ATLANTIC COAST S GAUGERS CAROLINAS DIVISION** will be displayed at the **Southeasters TCA meet** in the Kerr Scott building at the North Carolina State Fairgrounds, 1025 Blue Ridge Road.

December 2 and 3, 2017 — Timonium, Maryland
The **BALTIMORE AMERICAN FLYER CLUB** will be operating their layout at the **GREENBERG'S GREAT TRAIN & TOY SHOW** at the Maryland State Fairgrounds.

December 8 through 10, 2017 — Baltimore, Maryland
The **BALTIMORE AMERICAN FLYER CLUB** will be at **B&O's Magical Holiday Express** at the **B&O Museum**.

December 8 through December 24, 2017 — Florence, MA
The **PIONEER VALLEY MODEL RAILROAD CLUB** is entering its 9th year with the people at Look Park in presenting **SANTA'S TRAINS AT LOOK PARK** in the Garden House at Look Park, 300 North Main St. Admission is free, but donations are welcome. Hours of operation from 4 pm to 8 pm on December 8th through December 23rd. On Christmas Eve, December 24th hours will be 10 am to 2 pm. For further information contact Steven Allen at **allens1017@comcast.net**.

December 9 to 18, 2017 — Burlington, North Carolina
The **ATLANTIC COAST S GAUGERS CAROLINAS DIVISION** Northern Branch will display and run a medium size modular layout for the City of Burlington's **Holiday Model Train Display.** The event will be held in the restored Burlington Depot at 200 South Main Street.

January 6 and 7, 2018 - Monroeville, Pennsylvania
The NASG Information Booth will be set up at the **World's Greatest Hobby on Tour** show at the Monroeville Convention Center. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, email address **willowassoc@comcast.net**

January 6 and 7, 2018 — Sacramento, California
GREAT TRAIN SHOW at The Cal Expo, 1600 Exposition Blvd. 300+ tables of trains for sale. 50+ exhibitors from across the country. Huge operating model train displays. Free workshops and demonstrations. Door prizes. Adult admission $10 good for both days. Kids 11 and under free.

January 13 and 14, 2018 — Charlotte, North Carolina
The NASG Information Booth will be set up at the **World's Greatest Hobby on Tour** show at the Park Expo & Convention Center. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, email **address willowassoc@comcast.net**

January 13 and 14, 2018 — Boise, Idaho
The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** modular layout at the **Boise Main Library**, 715 South Capital Boulevard.

PORT LINES HOBBIES

"Specialists in S-Gauge Railroading"
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"Gray Gables" RR Station, from President Grover Cleveland's Summer White House.
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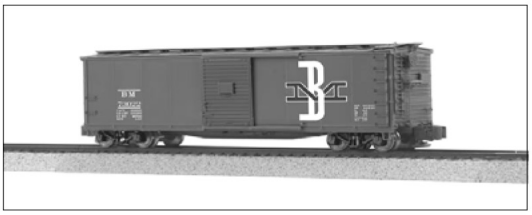

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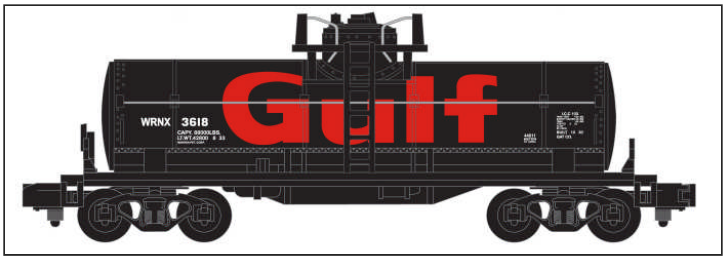
Each year since 1981, the NASG contracts with one of the S manufacturers to produce a limited-run car or engine specifically geared toward the collector or American Flyer operator. Since this is an official NASG sponsored project, you must be an active NASG member to purchase one of these cars. This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



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 refactories 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

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

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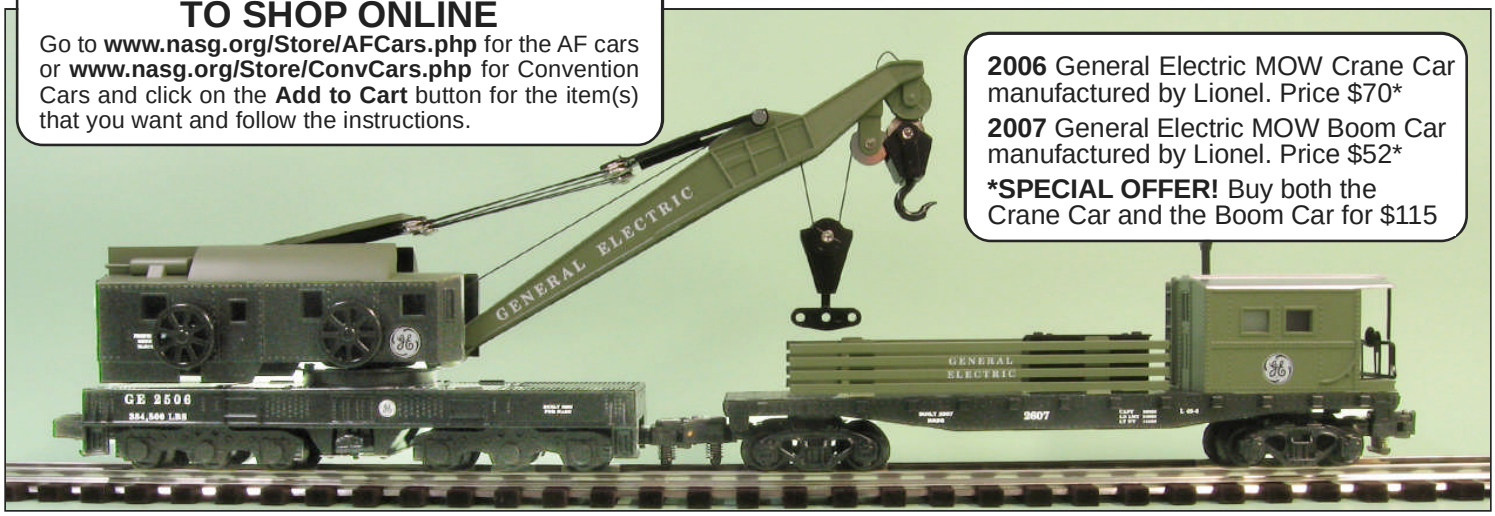
2010 Jenney Gasoline Triple-dome Tank Car by Lionel. $75

2012 Marathon Motors Boxcar, Road number 3112. Price $75



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

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

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

END OF THE LINE

Harry Shade Kidd, Jr. died peacefully in Mechanicsburg, Pennsylvania at the age of 90 on September 10, 2017 after a short illness. Harry was born on October 30, 1926 in Mount Union, Pennsylvania to Harry S. Kidd and Margaret Ann (Miller) Kidd. He graduated from Mount Union High School in 1945, and attended the Williamsport Technical Institute. He proudly served in the U.S. Army during World War II. For most of his career, Harry lived in Enola, Pennsylvania and worked for the Pennsylvania Railroad.

Harry was very generous in sharing his knowledge about trains. He and his wife, Ann, spent many years traveling across the country with their unique "Caboose" camper. He is survived by his best friend Joyce M. Snow, his sister, Emma G. (Kidd) Bence, his brother, Donald D. Kidd and wife Claudine, sister-in-law Connie Kidd Reed, his daughter-in-law, Helen Kidd, and grandsons, Ian and Nicholas Kidd and many nieces and nephews. He was preceded in death by his wife, Ann M. Kidd (2010), his son, Kevin Kidd, and his brothers, Richard, Roy, and Ralph Kidd. His family would like to thank Harry's friends and neighbors for their dedicated friendship and loyalty.

Harry was a member of the NASG from 1996 until his death. He had an awesome 16 foot by 32 foot operating layout, an extensive American Flyer collection and a wealth of knowledge that he was always willing to share with his fellow model railroaders.

EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

RARE & SCARCE FLYER SIGNALS was written for the **October 2017** edition of **Classic Toy Trains** by **Ted Hamler**. The three-page article, illustrated with five drawings and photos, tells of four incredibly hard-to-find **American Flyer** accessories from the 1946-48 Gilbert catalog. Included are two crossing signals, one block signal, and a semaphore.

The most recent edition (Q3 2017) of the **New York Central System Historical Society's** (NYCSHS) online magazine called **NYC Modeler** has a story about Dave Horn's S scale layout titled **Modeling the NYC in S-Scale**. Some of his trains are on the cover and the article starts on page 29. It is the first article they've run on an S gauge or S scale layout. Hopefully others will follow. Dave says "they were great fun to work with." You can read the article at **http://nychs.org/for-the-modeler**

THE LAST YEAR OF GILBERT AMERICAN FLYER written by **Mark Suek,** with photos by **William Zuback,** apprears in the November 2017 issue of **Classic Toy Trains.** This four-page article talks about the demise of The A. C. Gilbert Co., focusing on the introduction of the **All Aboard** sets, a last ditch effort by Gilbert to compete in the toy market.

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Magazine Resources

3/16 "S"cale Railroading

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

Mainline Modeler 1980 - 1997

Model Railroader 1937 - 1961

NASG Dispatch • S Gauge Herald

S Gaugian • S/Sn3 Modeling Guide

Sn3 Modeler

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Member Dues

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

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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 July 1, 2017 to August 31, 2017 the following people have joined the NASG. Welcome!

David B. Bauer . . . . . Rutland, Vermont
Brian H. Beardslee . . Sherrills Ford, N. Carolina
Douglas R. Bieber . . . . Cheektowaga, New York
Joseph Blisko . . . . . Jim Thorpe, Pennsylvania
Richard A. Boyce . . . . . White Hall, Maryland
Scott Buek . . . . . Delran, New Jersey
William G. Calder, Jr . . . . . Arlington, Virginia
William S. Clark . . . . . Stuart, Virginia
James Clemmons . . . . . Tigard, Oregon
Paul Dieffenbach . . . . . Media, Pennsylvania
William Farber . . . . . New York City, New York
Stuart C. Gillard . . . . . Plainsboro, New Jersey
Randy Hutchinson . . . . . York, Pennsylvania
Tonya Johnson . . . . . Edgewood, Maryland
Thomas Kennedy, Jr. . . Charleston, S. Carolina
Paul Kershner . . . . . Allentown, Pennsylvania
Jack W. Kirby . . . . . Warrenton, Virginia
Harvey F. Krueger . North Hollywood, California
Louis Larca . . . . . Potomac, Maryland
Dr. James L. Lee . . . . . Saint Catharines, Ontario, Canada
Philip W. Leibensperger . . Falls Church, Virginia
Geoffrey T. McDade . Forked River, New Jersey
Terry E. McRoberts . . Sellersville, Pennsylvania
William E. Moore . . . . . Gibbstown, New Jersey
William A. Norris . . . . . Centennial, Colorado
Raulf Polichar . . . . . San Diego, California
Thomas J. Potthast . . . . . Gainesville, Virginia
Bill Reichmann . . . . . Fallston. Maryland
Rumbling Rails Engineering . Fremont, California
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Wayne Shipp . . . . . Lusby, Maryland
Jim Stapleton . . . . . Purcellville, Virginia
Brian T. Stopar . . . . . North Royalton, Ohio
Douglas Swain . . Elizabeth City, North Carolina
Robert Whipple . . . . . Edgewater, New Jersey

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

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More product announcements 37

INDIANAPOLIS S SCALE MIDWEST SHOW
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S Scale Budd Company Vista Domes

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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TENNNESSEE CENTRAL RAILWAY

Southern Junction Yard and Rockwood Industrial area on lower tier. The new Crossville scratch built station in the background on the upper tier with Nashville in the distance.

New trestle under track four in the area below Crossville. A farm is behind the trestle and Crossville is in the background.

Roundhouse with American Models FAs and RS3s including three units. Pictured are units in all maroon and yellow, later black and white and final gray schmes of TCRy diesels. See paragraph 8 on page 11.

TENNNESSEE CENTRAL RAILWAY

2-stall engine house, LVM43 in upper left corner. Two Lionel/American Flyer Legacy Y3s in the engine house and a Lionel/ American Flyer TMCC Pacific on the third siding. Entrance track five to Southern Junction Yard on the lower tier. Referred to in paragraph one on page 11.

American Models 80 foot cafe car kitbashed to represent a cafe observation car used for troops being transported to Fort Campbell, Kentucky during World War 2. American Models NYC smooth-side cars in the background.

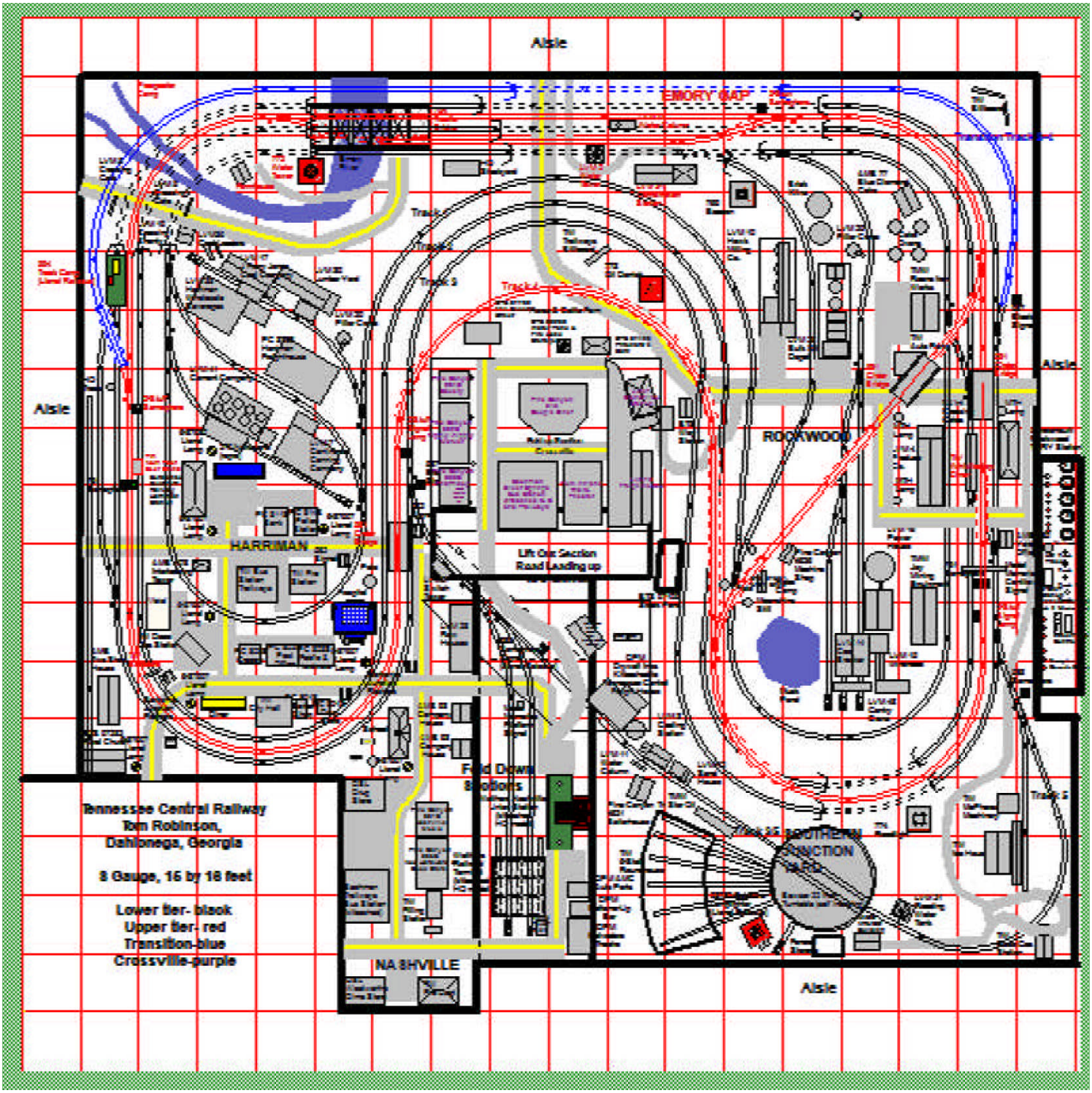
Overall view of the layout looking west from Rockwood to Crossville to Nashville and Harriman in the background.

TENNNESSEE CENTRAL RAILWAY

Above: View of the Rockwood industrial area in foreground on the lower tier.

Below: Bridge over the Emory River on track four in the foreground. Harriman in the background.

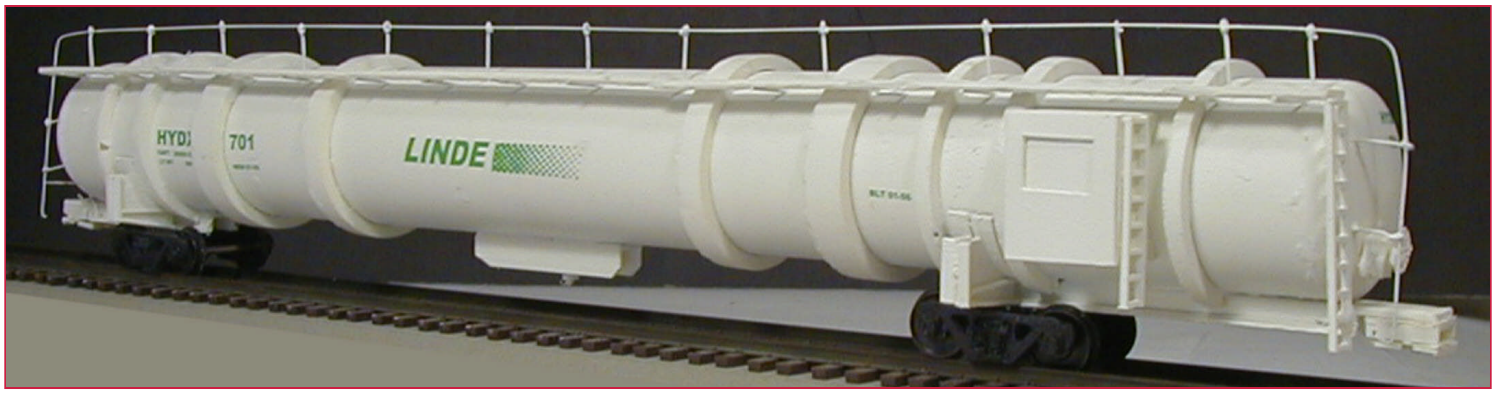
TENNNESSEE CENTRAL RAILWAY



For an easier to read track plan see page 17 in the January-February 2015 Dispatch.

S PRODUCTS

NEW S SCALE CRYOGENIC TANK CAR KITS



Concept Models has released two **S Scale Cryogenic Tanks Cars** in their developing line of S Scale kits. Each kit is priced at $34.99 and are available directly from Concept Models. The kits assemble easily with ACC cement (aka Krazy Glue) in about an evening. Decals and painting advice are included with the instructions. The models consist of resin castings and assembly hardware. Common hobbyist metal detailing wire is not provided. Focus is on providing the basis for modelers to exercise their skill in taking the model to the detail level desired. Instructions are all photo illustrated by an experienced technical writer. The company markets a variety of S Scale models available at web address **http://www.con-sys.com** and ships worldwide.

Santa Fe: The Chief Way

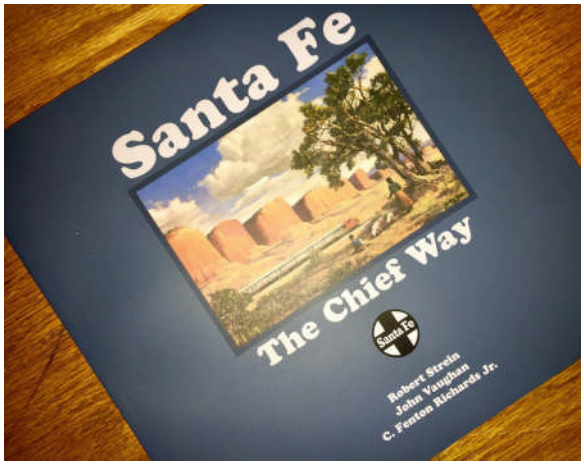
By Robert Strein, John Vaughan and C. Fenton Richards Jr.

This is a fresh and nostalgic look at the streamliners of the Santa Fe Railroad from the late thirties to the early seventies. They're all here: the Super Chief, the Chief, El Capitan, and the San Francisco Chief.

Santa Fe — The Chief Way includes many photographs never before seen in other Santa Fe Railroad books. Numerous interior pictures of the various cars remind us how wonderful train travel used to be. One chapter is devoted to the art collection of the Santa Fe Railroad; it shows how these paintings were reproduced on menu covers and calendars. A chapter shows most of the depots still standing in New Mexico and several of the Harvey House hotels rendered in beautiful hand-tinted photography. A feature of the book is its extensive coverage of original advertising materials used to lure travelers west through Indian Country in the Southwest. These include train brochures, timetables, post cards, magazine advertisements — all of which show the style and luxury afforded the traveler on these famous streamliners.

As a bonus for movie buffs, one chapter deals with the silent film stars who stopped off in Albuquerque as the train was being serviced.

This book will be a must-have for railroad buffs, historians, memorabilia collectors and those interested in the history of advertising; it is a book for all those who are fascinated by the romance of the Southwest and the glory years of the Santa Fe streamliners.



This 131 page book measures 10" x 10¼" and features 127 color plates and 40 black and white pictures. It is published by the University of New Mexico Press and can be ordered from them at **www.unmpress.com** or your local bookseller. It also can be purchased from Amazon and Barnes and Noble. Prices vary, but seem to average at about $25.00.

NASG AT THE S SCALE MIDWEST SHOW

By Will Holt, NASG President

As many of you know for the first time ever, there was an S scale show held in the Midwest. The S Scale Midwest Show was held in conjunction with the Indianapolis O Scale Show at the Wyndham Indianapolis West hotel September 21st through the 23rd, 2017. The O scale show has been a on-going concern for some 30 years. The addition of S scale follows the concept of the O Scale West, S Scale West Show has used for several years now.

For a first time event for S scale (non-Hi-Rail) in the Midwest, there was a excellent turnout by the S community. S manufacturers present as exhibitors were Fox Valley Models, River Raisin Models and S Scale America from Des Plaines Hobbies. Des Plaines also brought along a wide variety of S products beyond the S Scale America items. The NASG had a table to help promote S thanks to the generosity of Dan and Amy Dawdy, the publishers of the on-line S Scale Resource magazine. And there were several other exhibitors with S products for sale. Among them were Chic Hartert, Fun and Games and Clover House.

In addition to the sizable display room, there was second room with layouts, two O scale and two S scale. Charles Malinowski had his T-Trak Modules (see the May-June issue of The Dispatch). Charles reported that one of the attendees that he talked to has decided on joining the S community based on what he saw at the show. The Southeastern Michigan S Gaugers were present with their sectional layout as well. Many of you saw this layout at the 2016 convention in Novi, Michigan.

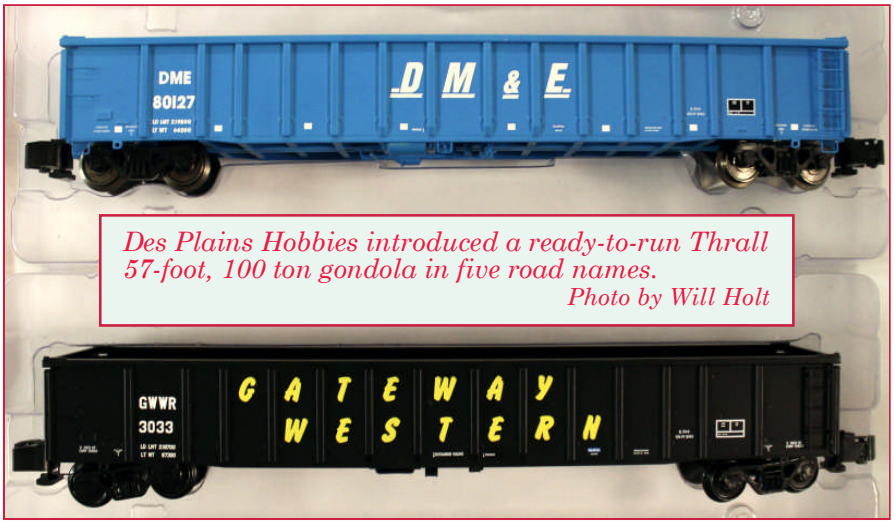
There were a significant number of S model railroaders present either for the whole weekend or for just one of the days. While it might have seemed like an excellent opportunity for recruiting new members for the NASG, the large majority of S fellows present were already members. Many attendees came from a great distance.

S scale made a great impression on the O scalers present. Many commented on the wide variety of products in S scale.

There were a couple product announcements at the show for S. Des Plaines Hobbies is introducing ready-to run versions of the Thrall 57-foot, 100-ton, 2743 cubic-foot gondola in five road names with three road numbers each. Fox Valley Models now has in stock their #5 switches. River Raisin was promoting their soon-to-arrive Berkshires and their Railway Express Agency express refrigerator car.

The 2018 show is already on the calendar. Plan on going to Indianapolis next year for September 20 through 22, 2018 and help S make an even better showing.

Dan Navarre of River Raisin had a display of his Berkshire Brass locomotives and many of his other products. His soon to be produced REA reefers were illustrated on the right.
Photo by Will Holt



Des Plains Hobbies introduced a ready-to-run Thrall 57-foot, 100 ton gondola in five road names.
Photo by Will Holt

Charles Malinowski and his T-Track layout. *Photo by Jeff Madden*

NASG AT THE S SCALE MIDWEST SHOW

By Jeff Madden, Editor Emeritus

Yes, finally, the S scale modelers were able to attend an all-scale venue east of the Mississippi. And yes, S scalers from the Indianapolis area talked their way into combining with an annual 2-rail O scale meet. Now they had an O scale—S scale meet with no American Flyer tinplate or 3-rail O items allowed. With a sold out vendor hall and display layouts in an adjoining hotel room, the meet on September 21st through the 23rd, 2017, was deemed a success by the organizers and will continue next year with the S bunch invited back. For those long range planners it will be September 20-22, 2018.

There were at least ten S vendors mixed in with the O scale vendors. Over 30 or more S folks were spotted wandering through the tables. Even noted HO modeler and author Tony Koester was seen.

What I suspected and discovered, was that the 2-rail O scalers had much in common with the S scalers, both being minorities among their overall scales. And yes, most of the attendees were gray hairs as is the case in most of the entire hobby. But the commonalities stood out: lack of hobby shop presence, sporadic production, the need to be more of a builder, the desire for realism, 2 rails . . . The O scalers were most accommodating to us newcomers, probably because of the shared goals and concerns mentioned above.

Two of the four layouts on display at the hotel were S, thanks to the SMSG (Southeast Michigan S Gaugers) and Charles Malinowski with his T-Track set-up. Two of the six clinics were presented by S scalers: Charles Malinowski and Chic Hartert. S vendors included: River Raisin, Des Plaines Hobbies, Fox Valley Models, Jettie Padget, Jim Kindraka, Chris Elliot, Alan Evans, Chic Hartert, Dave Guerra (O and S Resource) and Will Holt (NASG).

The home layout tours on evenings and Saturday were all O scale, but again the common goals and limitations between S and O were obvious. I visited two — Jeff Lang's huge 4-track Pennsy transition era layout with lots of big power with sound running on all four tracks, and Warner Clark's more modest P48 NKP setup.

In conclusion, I see this combined show as a good growth one for the Midwest area as the show in California is out of reach for most of us in the east and Midwest.

River Raisin Models Berkshires were on display.

Photos by Jeff Madden

Chic Hartert of Wisconsin put on a clinic on tree making.

Charles Malinowski's T-Track Layout. *Photo by Will Holt*