



DISPATCH



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New Jersey Depot Plans

Bob Hogan's Sierra Northern

Engine House Review



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NASG DISPATCH
Official Publication of the
National Association of S Gaugers

The NASG **DISPATCH** welcomes art, photographs, letters, articles and other S gauge/scale related materials contributed by the membership. Send all such materials to the editor.

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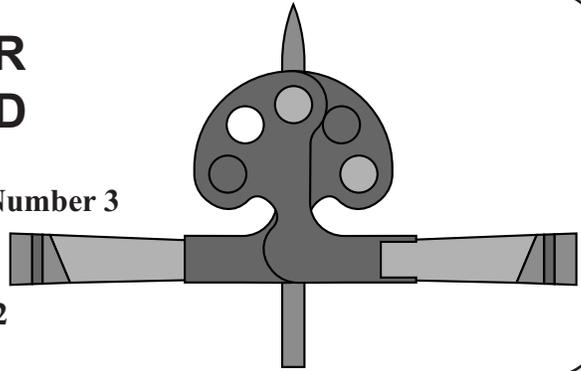
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COVER: Espee SD7 #5327 and GP9 #5893 blast a freight out of the snowsheds at Summit on the Sierra Northern. Bob Hogan photo. Yes, a Moon Pie 1/64 truck at the Moon Pie Factory. Yes, made in Chattanooga.. Jeff Madden photo.

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NASG NEWS

Following the NMRA's lead, the NASG BOT feels that having a printed Directory *Dispatch* leaves the organization open to possible lawsuit on privacy issues. The BOT is looking into alternative ways of providing this information to the membership without making it available to someone for copying and use for non NASG purposes. In this time of computer use, it is all too easy to download any information and use it for unscrupulous reasons, so just letting the members have access isn't secure enough. While each member can opt for what information he wants to share with the public on his application, this will probably have to be redone with every renewal to keep the computer info current,

though members can update their personal information at any time via computer now.

Our membership chair, Claude Demers, and our webmaster, Peter Vanvliet, will be involved in this effort.

The BOT is hoping to have some answer to this problem with the BOT meeting at the convention in Chattanooga, if we can get a quorum to attend and we can reach a consensus. If there are any lawyers within the membership who care to contribute their opinions (gratis) on this question, the BOT would really appreciate that input. The BOT will release a statement as soon as we can come to a well reasoned decision, whether we can give access and how, or that there will be no access to others' information except by contacting your regional VP.

Bill Winans
NASG Western VP

S RAIL MAIL

Congrats to SHS: Don thompson and Mike Ferraro deserve a hearty hip-hip-hurrah and a round of applause for all they've done in helping to bring S Scale out of the wilderness over the years. I'm sure they will enjoy their "retirement." So, now we face a new future with Lionel's more aggressive approach to American Flyer and MTH's purchase of SHS. Both companies have extensive prototype research files in their arsenal, but more importantly, they have the distribution networks and the ability to get product into the stores.

Plus, MTH's DCS system already has DCC compatibility with the Protosounds 3.0 and Lionel is actively working on a DCC interface for their TMCC and Rail-sounds. S may finally become more of a bona-fied stable product line and less of a curiosity. We may also benefit with more structures and other lineside non-train items. What remains is the \$164,000 question: What happens with American Models and S Scale America through all this? They will surely benefit from increased interest in S, but can they remain independent? The future is a little cloudy here.

- Rich Gajnak

MTH Speculation: Yes, there might be products you wouldn't find on a scale layout, but I also think there will be some fine scale models produced by MTH as well, especially with the legacy of great products SHS has produced to date. It's as close to a no-brainer for MTH as it can be as they are buying a great company, tooling and a strong customer base.

We are going through a changing of the guards with

SHS which is very sad in some ways, but I think it is absolutely wonderful that Don and Mike made sure their baby was passed along to someone who would help it grow and move forward into the 21st century. One thing that can never change is who started and nurtured SHS to what it is today. It will always be Don, Mike and Robin we think of.

I can't think of a better company to take over the reins of SHS than MTH, and I think it was an incredibly wise decision on SHS's part. Like most of us, Don, Mike and Robin aren't getting any younger, so sooner or later the age issue would have to be addressed. Now that a corporate entity owns SHS, age won't be a factor. I'm sure Don, Mike and Robin's presence in the "S" community will continue, and they might even have a chance to enjoy the hobby more.

- Butch Holtgrieve

More on MTH: The only loco I've ever owned was an 1880's Pennsy 4-4-0 about 6 or 7 years ago. I was thrilled to get a fine running O scale locomotive that didn't have a Belpaire firebox so I could convert it to what I wanted. There were only 2 things I didn't like about it - the massive cable running to the tender and the generator whine in the sound system. The looks and running qualities were superb, and man was it heavy! If they produce locomotives of similar quality in S, we're in for some fun.

- Ed Kozlowky

More on SHS Sale: Let me add my congratulations to Don Thompson and his people who have brought us those quality SHS products over the years. This sale should take care of a lot of stress and financial concerns for the SHS folks, so now they can get back to just enjoying the hobby. As for MTH, this was an excellent purchase. They start their foray into S gauge with a

Continued on page 26

S OS from... TOWER

by
Jeff Madden



Thanks: The NASG members, BOT and myself, as *Dispatch* editor, thought it would be a good time to utilize this column for a big **THANKYOU** to our *Dispatch* contributors. As editor for almost 20 years contributors, besides myself, of articles, photos, new product info and so on are really the unsung heroes of the NASG.

On page 3 (contents page) we do list **regular contributors, columnists, etc.**, but you might want to peek for yourself. Listed are Bill Fraley (articles and *Meet an S Gauger*), Sam Powell (articles and *S - Tracks* column, Dave Pool (*Branch Lines*), Dave Heine (*Slim Gauge Observations*), Bob Werre (many photos and articles), Gerry Evans (articles). In past years contributors to regular columns have been David Dewey (*Fixin' Flyer*), Ted Larson (*Module Corner and Tired Wheels*), Kent Singer (*Short & Easy*).

I'm sure we all want to acknowledge the many recent article contributions by **Brooks Stover**. These articles have been a great stimulous to our members, both hi-rail and scale. And beyond the NASG he has contributed many articles to the *S Gaugian* and to the non-S press. Geez, he even has a book out on his own Buffalo Creek & Gauley S layout.

And thanks to **Wally Collins** for several articles and the permission to utilize reprints of articles from the original S Gauge Herald.

Let us not forget some *Dispatch* contributors who are **no longer with us:** Bill Krause, Ernie Horr, Jerry Schnur, Russ Mobley and John Long. I'm sure there are others in this category prior to my tenure.

Well, basically here's a list of other contributors, especially over the last 20 years: John Aaron, David Avedesian, Wayne, Beachy, Charlie Bettinger, Alex Binkley, The Vic Chervens, John Eichmann, Jeff English, Alan Evans, Denis Fortier, Mike Fyten, Ken Garber, Rich Gajnak, Gaylord Gill, Tom Hawley, Tom Hartrum, Don Heimburger, Monte Heppe, Wayne Hills, Norm Hinkle, Roy Hoffman, Bob Hogan, Jerry Holmes, Will Holt, Gary Ippolito, Bob Jackson, Dave Jasper (Silas Kayle), Dick Karnes, Ken Kemzura, Joe Kimber, Jim Kindraka, Ed Kirstatter, Bill Lane, Dick Lind, Ed Loizeaux, Bill McClung, Andy Malette, Jim Martin, Jay Mellon, Pete Mihelich, Glenn Miller, Bob Nicholson, Roger Nulton, Simon Parent, Doug Peck,

Jerry Poniatowski, Paul Raham, George Ricketts, Glenn Ritter, Tom Robichaud, Tom Robinson, Jim Schall, Kent Singer, Mike Sulzbach, Frank Titman, Carl Tuveson, Dan Vandermaus, Kelvin White, Bill Young, Ken Zieska.

And lets not forget our major advertisers who have supported the *Dispatch* over the years: SHS, AM, Lionel, B.T.S., Goldinhands, Pikeville Models, Port Lines Hobbies, Des Plaines Hobbies (S Scale America).

If you take a peek at our last Directory at the **manufacturers business card ads** and the various **Booster ads**, we can thank those folks not mentioned above. These involve small dealers, individual members and even clubs. It's up in the air at this point how we'll continue those efforts since the print version of the Directory is being discontinued.

It is also appreciated that I receive **club newsletters** by email or snail mail as you never know if these lead to news items or a future article. Note though, that if you can email me your newsletter instead of mailing it - that should be less expensive for you. If you have a priority - send first to Dave Pool for *Branch Lines*.

Let's not forget our **printers** either. They did or do a lot of work to put the final touches on the magazine and get it print ready. Pete Mihelich did this for many years via his print shop in St. Charles, MO. For the last 12 years Chuck Garman of Jonestown, PA has been our liason and graphic person to finalize the *Dispatch* before printing. Chuck is kind of a one-man band, and he really knows the ins and outs of what we're looking for. So thanks guys.

Over the years, our own **BOT members**, besides articles from some, have fed the *Dispatch* various President's columns, news notices, membership info, budget info and the like. Nowadays, of course, email is the way to go for quick notices, but things like the Financial Statements are important things to have in hard print for permanence and for those members who don't follow the internet.

Someday we'll need a new editor, and maybe the *Dispatch* will be totally online too, but let us not forget the contributions of previous editors who get paid a little, but mostly it was a labor of love: Dick Cataldi, Bob Ristow, Ernie Horr, Geoff Graeber, Russ Collman, Sam and Elaine Powell, Don Thompson, Dick Karnes, Bob Jackson and Mike Palmiter.

And finally, let us thank our spouses or significant others for putting up with us over the years. With all this, I hope I haven't left anybody out - sorry if I did, and remind me if I did.

NEW PRODUCTS REPORT

By Jeff Madden

ALTOONA MODEL WORKS (www.altoonamodelworks.com). Ed Sauers was at the Spree with several S laser craftsman kits. So far in S there is a 24' diameter water tank, \$85; car maintenance shop, \$195; Pickler's Warehouse, \$165 (photo at right); branch line station, \$65; station with tower, \$99; narrow gauge water tower, \$85; Nanton grain mill, \$150; Pennsy signal tower, \$65; Reamer & Green Produce, \$175.00 (photo at right). Several other buildings are on the drawing board. Ed Sauers will be representing Altoona Model Works at several S shows.

GREAT DECALS: announced the release of the TruGage coupler gauge for checking S scale Kadee® style couplers. The gauge is a one-piece, precision resin tool that's ready to use out of the box. Its pass/no pass design checks both the coupler height and glad hand position. The cost is \$7.99 each, plus \$2.69 shipping (Virginia residents must include sales tax).

IRON RAIL MODELS (www.ironrailmodels.com) now offers a modern tank car with "custom" graffiti on it for \$89. Also, the Dow Beer Can tank car is being re-run for \$64 ea.

MOUNT BLUE MODEL CO. (www.mountbluemodelco.com) has some new and coming laser craftsman structures coming. Most are based on Maine narrow gauge or New England style wood structures. At the right are shown the Reed Section house, a SR&RL prototype with a 3" x 3" footprint, \$33.95. The SR&RL Reeds Mills Station is coming soon with a 6" x 10-3/4" footprint. Also shown is a South Carver Massachusetts Cranberry Warehouse for \$59 with a footprint of 5" x 5-7/8".

RAGGS TO RICHES

R to R is , a highly respected manufacturer and marketer of laser-cut kits, announced that it plans to shut down or downsize its operations by the end of 2012. According to owner Joe ("Ragg") Fuss, the company will try to fill all orders that are received until September. While a handful of kits will be produced, stocks will be allowed to dwindle after the NASG national convention.

If the business after the downsizing, the current line of kits will no longer be offered. Instead, one or two limited availability kits per year will be produced. In any event, Fuss stated that the business will not be sold. The firm has been producing and marketing its own line of quality, laser-cut kits and detail parts in HO, O and S scales since 2004.

ROYAL TRAIN EQUIPMENT

(www.royaltrainequipment.com) has eight new cast metal track gang figures to offer. These are painted and replicate the ones from the past. Included are Man with jack hammer, Man with pick ax, Man with sledge hammer, Man with shovel, Man with foot on shovel and Man drinking water. Some other new ones are a conductor and a man waving his hat. Each figure is \$2.50 unpainted and \$5.00 painted. A couple of other new items include a painted rural mailbox, a painted drill press and a painted band saw. They are \$2.00 a piece. AF traditionalists will appreciate many of the cast accessories and the figures. However, there are plenty of items like the machine parts, mail boxes, fire hydrants, etc., to satisfy scalers as well.

SUPPLY CAR (www.thesupplycar.net) At right are images of our laser cut 10' IH 40' s 'steel end and

underframe' box car kit built by Pete Silcox. It has a 10 IH 40" steel underframe and ends' boxcar that comes in 6', door and a half, and double door versions with 'steel' underframe as seen in the attached image. These boxcars are \$49.95 each + \$10.00 SH (We charge less for SH with multi-kit order) with Grandt AB or Trout Creek K brakes available for \$7.00, as are AM trucks for \$7.50.

We do not want to sell customers parts that they may have on hand, so we make them an option as indicated on labels that will follow. We also have a truss rod version of the same boxcars. Shortly, we will also have these cars with a fish belly underframe.

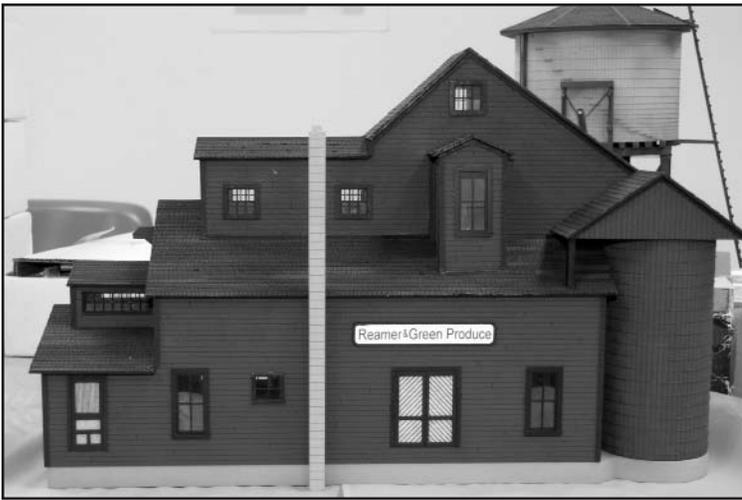
Currently, we are delivering an 8' IH 40' 'steel' underframe boxcar. We have custom Quanah, Acme and Pacific decals available for this kit.

A DL&W 8'7" IH boxcar is in development with a choice of standard DL&W decals and a PHEOBE SNOW version by Jerry Glow produced for THE SUPPLY CAR.

In addition we have urethane Superior and Youngstown doors that are also available at \$4.50 a pair. We will also have door and a half sets of both doors available for \$6.50 per pair for our door and a half car with double door sets available for \$8.50.

We currently are completing a 1940's version of an NP fish belly radial roof boxcar. An NP and GN 1937 steel end/roof, wood sided box car is close to being ready for sale. When the fish belly underframe becomes available, we will have both an ART and NP reeferS available.

WHAT'S NEW



MTH PURCHASES S HELPER SERVICE

the official press release:



Columbia, Maryland, May 22, 2012 --- M.T.H. Electric Trains has purchased the tooling and production related assets of The Showcase Line® and the S-Trax System® previously produced by S Helper Service, Inc. of Cliffwood, New Jersey. The sale includes designs, tooling, marketing and trademark assets related to all of S Helper's S Scale, 1/64 model railroad products. All in-stock inventory and the general business assets of the company will remain with S Helper Service.

“We are pleased that the S model railroading products of The Showcase Line and the S-Trax System will be continuing with a company whose standards of prototype accuracy, prototype detail, state-of-the-art technology and high quality are commensurate with the standards we had set for ourselves with the products we have delivered to S model railroaders,” said Michael Ferraro, President of S Helper Service.

Don Thompson, Vice-President of S Helper Service explained further that, “As Michael Ferraro and I approached retirement age, we sought alternatives for the continuation of the line of S scale model trains, track and accessories that we had developed over the last 20 plus years. The transfer of the Showcase Line and S-Trax products to M.T.H. will further boost the continuing growth of S model railroading within the model railroading industry. M.T.H.'s resources and strengths, in particular their digital sound and train control technology, will take S to a whole new level. The infusion of features like synchronized puffing smoke, LED lighting, cd-quality sound, remote uncoupling and a host of unique operating functions will make S more exciting than ever before and that has been our hope for the products we created.”

Founded more than twenty-years ago, S Helper Service was formed to advance the S scale segment of the model railroading industry by providing more new and diverse products, establish entry-level starter sets for S and provide products made to the highest standards in the model railroad industry. Since that time, The Showcase Line of locomotives, rolling stock

and accessories has expanded to include eight locomotives, eighteen diverse freight cars and a variety of accessories. The S-Trax System now includes thirteen sectional and flex track components along with track accessories. At the time of the sale, both The Showcase Line and S-Trax System have additional products under development.

All of the products from S Helper Service had become the standard to which all products for S model railroading are compared. The detailed models and operational qualities of the products are unsurpassed in the model railroading industry. The S-Trax System is the leading track line for S scale.

M.T.H. Electric Trains, founded in 1980 by Mike Wolf, has become one of the very largest and most diverse manufacturers of model trains in the United States. The company originally began as a mail order toy train retailer before establishing itself as a model railroad manufacturer of classic tin-plate reproductions from the first half of the Twentieth Century. By 2006, M.T.H. had product lines in 3-rail O Gauge, 2-rail O Scale, HO, One-Gauge and O and Standard Gauge tinplate reproductions.

Today, M.T.H.'s DCS Digital Command System and its line of onboard Proto-Sound® digital sound and command control locomotive modules comprise a technology package considered the most versatile in all of model railroading. Proto-Sound 3.0, the latest onboard package found in all M.T.H. locomotives, will be incorporated into M.T.H. S Scale products in the 2013 product line which will be unveiled later in 2012. Proto-Sound 3.0 equipped locomotives operate under AC or DC track current, in conventional or command modes in both 2 or 3-rail environments. Most importantly, Proto-Sound 3.0 equipped locomotives respond to DCS or DCC command control protocols ensuring that M.T.H.'s expansion into the S Scale market will provide the S Gauge marketplace with locomotives unmatched in their versatility, features and performance.

From Don Thompson: I want to apologize for keeping our sale to M.T.H. under wraps. Mike Wolf asked that we did not disclose the purchase of the SHS production assets until all of the tooling as well as other related items had been transferred. As the joint press release stated, Mike Ferraro and I are excited about the continued use of our tooling by M.T.H. and the new products they will be bringing out in S Scale. It was no secret the problems SHS was having with the holding company of Sanda Kan. And, once the notice went out 23 months ago that they would not accept new purchase orders for production, we knew our options were limited. But, we happily found someone whose goals were the same as ours and who was sizeable enough to invest what was needed to continue what we had started.

I think all of the back orders have been shipped except our remote control switches. They are the last product of ours still at Sanda Kan. Before they can be shipped, they all need to be tested. We hope to see these later in the summer.

If you have a repair with us I want to apologies for any delays. Our good friend and repair guy, Bill broke his leg here while Robin and I were in Florida. He started to work again last week. We are hoping he will be here for our Open House on June 8th, this may be our last June Open House. IF, you have a deposit on a Christmas car, you can use this for the sale or we will be refunding your deposit if we do not hear from you.

Lastly, Mike and I want to thank all of our customers and friends that have helped us over the years with bringing what we feel were the best in S Scale products.

The list would be too long to mention here, but just a few would be Wai Shing Ting, the past general manager of Sanda Kan, of course Ron Bashista of American Models who trusted us with his projects when we first started, Bill Clark, our webmaster supreme, the late Howie Waelder who was a great inspiration, as well as lots of others, Ron Sebastian, my older brother, Jim Kindraka, my younger brother, both were there to give a shoulder during difficult times, Bill Moitz, our repair guy and my modeling buddy, John Prior, Navigator on many trips to conventionsthere were more, lots more, but I would be surprised if anyone was still reading this....

- Don

A little history: In 1989 Don and Mike, while still working active careers, started out by getting the Central Jersey club to sponsor a bay window caboose project by American Models. S Helper Service was established by the “dynamic” duo to fund and promote the FAs and the RS3s via American Models. This combination then produced the GG1, the PAs and the heavyweight passenger cars. Around 1995, as we all know, SHS split off from American Models and began to produce their own “Showcase Line” locomotives and

rolling stock The first efforts of the Showcase Line were the PS-2 covered hopper and the SW9 Many quality freight cars and the S-Trax system followed. They raised the quality of injected molded locos and rolling stock to a new height and Don and Mike have left MTH a good legacy.

Even before S Helper Service, Don started TrainStuff with his wife Robin to make reproduction AF parts and some flat side styrene passenger and freight car kits. Don and Robin Thompson and Mike Ferraro have all been awarded the Bernie Thomas Award. Now, in retirement from jobs and SHS they can get back to modeling. ##



Mike Anderson and Don Thompson at the Central Jersey S Gaugers Get-Together on 9-19-2009. Photo by Bill Fraley



Mike Ferraro and Robin Thompson prepare some 6 foot Hoagies at the same Get-Together. Photo by Bill Fraley.

Don Thompson gives directions to Bill Roberts at the Pittsburgh NMRA /NASG convention in 1990.



STRACKS

by Sam Powell

The First Operating Session on the New Penn Creek Valley.

The first operating session has come and gone, and we all had fun. "All" consisted of just three of us, but we kind of thought it might be best to test the process with fewer people. I also thought it best to run trough trains only and avoid the tie-ups that local switching can bring about. By all accounts things went well. Dan left the yard in good shape, Richard left the last Passenger train in the station where it belonged, and I have no more visible gray hairs. I have a list of things that need to be addressed and either fixed or changed, but that is a good thing. Next time we will add local trains. We ran with no timetable. That is a complexity that can wait. I wish to wait for more patterns to develop in the scheme.

Getting Ready:

Once the session was on the scheduled on the calendar, I sat down to do some planning I had been putting off for awhile. The process of making out waybills really clarified the layout design for me, because the waybills actually script the movement of cars across the layout. What became clearer to me was that I needed a chart the layout schematic, a list of trains types, and a chart of industry shipping patterns to view while I made out the waybills. The results was a schematic of the layout, which I printed and posted on the layout fascia, and a list of switchable industries with the railroad cars that would come and go and as well as their point of origin and departure, and a chart of the trains needed to get these cars to and from them. On both the schematic and industry chart is shown which direction an industry

must be switched from. This determines which trains can spot and pull cars from the siding for that industry.

Basic Layout Schematic: (Fig. 1)

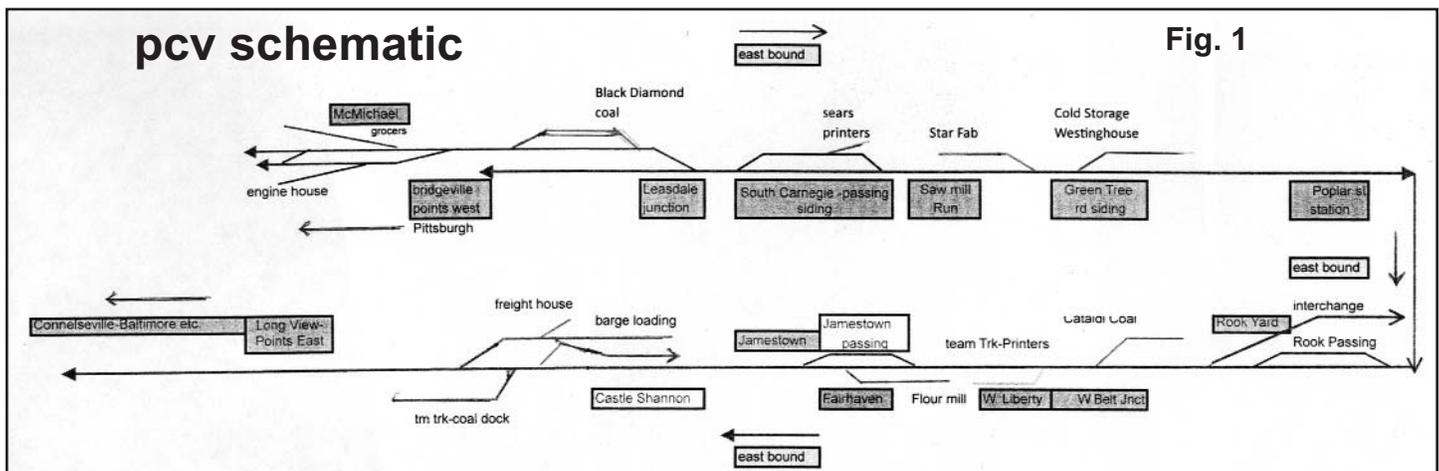
The PVC is designed to be operated as a point-to-point layout with a major yard in the middle. Rook Yard is in the middle with Bridgeville to the West, and Longview is to the East, which are both represented with the staging tracks. Although this schematic is represented on the layout fascia with printed diagrams, I found it helpful to make a chart for myself on a spread sheet that showed all the towns and their relationships to each other. I consulted this chart constantly as I was making out waybills. As indicated above, it was helpful to indicate which directions a train needed to be traveling to switch each siding. The 2 staging tracks at each end are large enough to handle an 8-10 car train, with storage tracks under the layout. The schematic suggests 6 different types of local trains and 2 through freight trains. These trains were given numbers, which will remain constant through the life of the operating life of the layout. The number of the appropriate train needed to handle a specific move for a car was then printed on each face of the waybills. This made it easy for crews to know which cars were to be handled by which train.

Making out Waybills.

This was not an easy task. I had many aborted attempts at this until I got the hang of it. Eventually I realized there were only four pieces of information really needed on each face of the four sided waybill:

1. Where the car is now.
2. Where the car is headed.
3. What kind of car is required.
4. The train number that will get the job done.

The above idea made it simple to design the waybills. Every other concept, such as where the car was going beyond the layout, and what was in the car is unessential fluff. It was interesting, but maybe a distraction at this point in the development of the operating scheme. The basics are all that are needed at first. Where could a car be on the layout? That information came from the list of towns, sidings, and interchange locations at each



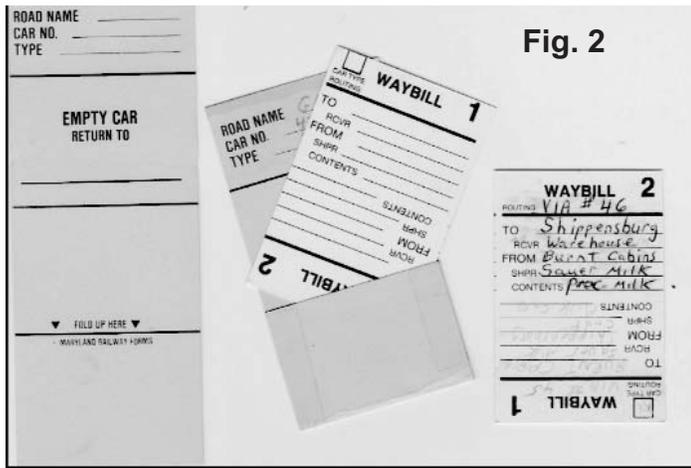


Fig. 2

Look back at the Feb. 2011 issue for this same diagram. These McFall Waybill's are similar to the Micro Mark ones mentioned. Sam mentions, however, that he is customizing his waybills to suit his situation better. As mentioned before, the waybills can also be an inventory system of sorts. When I fill mine out I stick them in the freight car box until the car is used on the layout in actual operation - Jeff

end, or at yards. And, how could a car get from one spot to another? Answering this question generated my list of trains. I did not attempt to figure out where the car was headed beyond the layout. I know some guys have fun with this, but for my sake, I was just trying to get cars to move in logical directions and in a logical pattern. So, I started with moves all the way across the layout, with no stops. These were East/West or North/South moves for box cars and hoppers, which represent the bulk of the fleet. Since there are 4 sides to a waybill, I designed these moves to simply flow back and forth across the layout in a captured mode. I figured that the pattern would not be obvious for years given the number of cars, and relatively infrequent operating sessions expected. If we get 4 or 5 of these a year, I will feel lucky.

So a typical waybill would start in Bridgeville, for side one, travelling on train 302 to Longview. Then on side 2 it would be at Longview, where it would simply be returned to Bridgeville on train 301. This pattern is repeated for sides 3 and 4.

If you purchased, or were considering the purchase of the Micro Mark waybills be aware that there is no provision on them for writing the car type required (See Fig. 2). This is odd but true. It is a real oversight on their part. You can simply hand write this on a spot of your choosing. I chose instead to use a spread sheet file donated by a friend to print out waybills on cardstock using my PC printer. The Micro Mark waybills sit unused. But I do not consider this a huge problem if you wanted to use them. The advantage of the spread sheet program was that once I filled in the data, it is a simple matter to print duplicates or change the information slightly to generate a new and different set of waybills.

PCV SHIPPERES LIST (Fig. 3)

Industry Shipping Patterns	shipper	location	car type	via	switched by
Sears @ S Carnegie					
product in	shipper	location	car type	via	east/west ?
general merchandise	Sears		box	Card instructions	westbound
product out	destination	location	car type	via	
MT box cars	home road			Card instructions	
Weekly Herald @ S Carnegie					
product in	shipper	location	car type	via	
paper rolls	whole sale supplier	Pittsburgh	box	PRR intchg	westbound
ink	whole sale supplier	Pittsburgh	box	PRR intchg	
product out	consignee	home rd		Card instructions	
MT boxes					
Star Fab @Saw Mill Run					
product in	shipper	location	car type	via	
var. steel co.	Pittsburgh		gon	AW /PRR intchg	
sheet metal	var. steel co.	Pittsburgh	gon	AW /PRR intchg	
plate, rod, tube, & shape steel	suppliers	Various suppliers	box/flat	AW /PRR intchg	
Machinery	welding supply co	Various suppliers	box	AW /PRR intchg	
supplies	Alcoa	Pittsburgh	gon	AW /PRR intchg	
aluminum sheet	Alcoa	Pittsburgh	gon	AW /PRR intchg	
products out	consignee	ship to	car type	via	
widgets	Westinghouse	Green Tree Road	box	Rook Yrd	
electronic chassis	GE	Hagarstown	box	Bridgeville/PRR	
electronic chassis					
Westinghouse @ Greentree					
product in	shipper	location	car type	via	
Star Fab	Saw Mill Run	Box	Box	PCV / Rook	westbound
electronic chassis	Ohio Wire	Pittsburgh	Box	AW /Rook	
wire	Westinghouse	Pittsburgh	Box	AW /Rook	
Vacuum Tubes					
product out	consignee	ship to	car type	via	
finished products	Westinghouse	Pittsburgh	Box	AW /PRR intchg	
Cold storage @ Greentree Rd					
product in	shipper	location	car type	via	westbound
seasonal produce	Packing plant	S Carnegie	Reefer	PCV local	
product out	consignee	ship to	car type	via	
produce	McMichael Grocer	McMichael	Reefer	PCV local	
Produce	Pittsburgh Produce	Pittsburgh	Reefer	AW /PRR intchg	
Rook Warehouse @ Rook yrd					
product in	shipper	location	car type	via	
Gen Merchandise	multiple	all points	box	AW /PRR intchg	
product out	consignee	ship to	car type	via	
MT cars	home road			Card instructions	
Coaling Tower @ Rook Yard					
product in	shipper	location	car type	via	
Coal	Black Diamond	McMichael	hopper	PCV local/rook	
product out	consignee	ship to	car type	via	
MT hoppers	PCV	Rook Yard	Hopper	Yard crew	
Cataldi Coal @ W Belt jct.					
product in	shipper	location	car type	via	
retail coal	Black Diamond	McMichael	hopper	PCV local	eastbound
product out	consignee	ship to	car type	via	
MT hoppers	PCV	Rook Yard	Hopper	Yard crew	
Printers @ W Liberty					
product in	shipper	location	car type	via	
paper	supplier	Pittsburgh	box	AW interchange	westbound
chemicals and ink	supplier	Pittsburgh	box	AW interchange	
product out	consignee	ship to	car type	via	
empty cars	home road	home road	box	card instructions	westbound
Team track @ W Liberty					
product in	shipper	location	car type	via	
various products	various suppliers	various locations	various	various	westbound
product out	consignee	ship to	car type	via	
various products	various suppliers	various locations	various	various	
Lumber supply @ Oak					
product in	shipper	location	car type	via	
lumber and building supplies	Weyerhaeuser	Pittsburgh	box/gon	AW& PRR	westbound
product out	consignee	ship to	car type	via	
empties out	PCV	home road	box/gon	AW& PRR	westbound
Company store @ Fairhaven					
product in	shipper	location	car type	via	
groceries	Black Diamond co	Pittsburgh	box	AW& PRR	eastbound turn
product out	consignee	ship to	car type	via	
Empties	PCV	home road	box	AW& PRR	eastbound turn
Freighthouse @ Castle Shannon					
product in	shipper	location	car type	via	
various products large and small	various firms	various	box/gon	AW& PRR	eastbound turn
product out	consignee	ship to	car type	via	
empties	various firms	various	box/gon	AW& PRR	eastbound turn
Coal dock @ Castle Shannon					
product in	Shipper	location	car type	via	
coal loads	Black Diamond Co	McMichael	hopper	PCV	eastbound turn
product out	consignee	ship to	car type	via	
empties	PCV	Rook	hopper	PCV	eastbound turn
Team Track @ Castle Shannon					
product in	Shipper	location	car type	via	
various products large and small	various firms	various	box/gon	AW& PRR	eastbound turn
product out	consignee	ship to	car type	via	
empties	various firms	various	box/gon	AW& PRR	eastbound turn

With this system I assigned a color to each train number. This aided operators in spotting cars to put in trains.

Interchange:

There is an interchange track at Rook Yard that swaps cars with the Allegheny Western, Dan Vandermause's S gauge railroad patterned after a B&O affiliate. The next step was to design waybills that moved cars to and from that interchange track to and from Bridgeville and Longview. This pattern requires 4 sides of a waybill to keep a car captured in a specific service. Once I got the hang of this pattern, I made several dozen such cards for hoppers and box cars.

The First Session: (Figs. 3 & 4)

This was as far as I got for the first operating session. There were no local moves. I added one Passenger train travelling from Bridgeville to Rook for a little variety at the end of the session. I figured just getting the trains moving across the layout with specific destinations for specific cars would be enough of a challenge. Once I got the waybills done, I went to the layout and found cars in existing locations that were appropriate for the instructions on the waybill, and we were off and running. Once a waybill is inserted in a car card pocket,

subsequent moves simply generate themselves. If when the instructions are followed on the waybill, and the car is moved from its present location to its destination, the waybill is then turned. The current location should match the new information on the new waybill side. If it does not, then the waybill was made out illogically, and must be discarded and replaced with a correctly conceived one.

The next session will take place after I have worked up a new set of local moves waybills. This will add the two local trains to the schedule and produce a need for a few more operators. If that goes well, the next addition to the system might be to try and put the trains on a schedule. My advice is to give this a try but keep it simple. Do not over-think or over-complicate the system. Just get the trains running. I am looking forward to future expansion of the system and reporting on the process and resulting improvements suggested by the experience.

Till then, Keep the trains rolling. Sam

PENN CREEK VALLEY TIMETABLE OPERATION

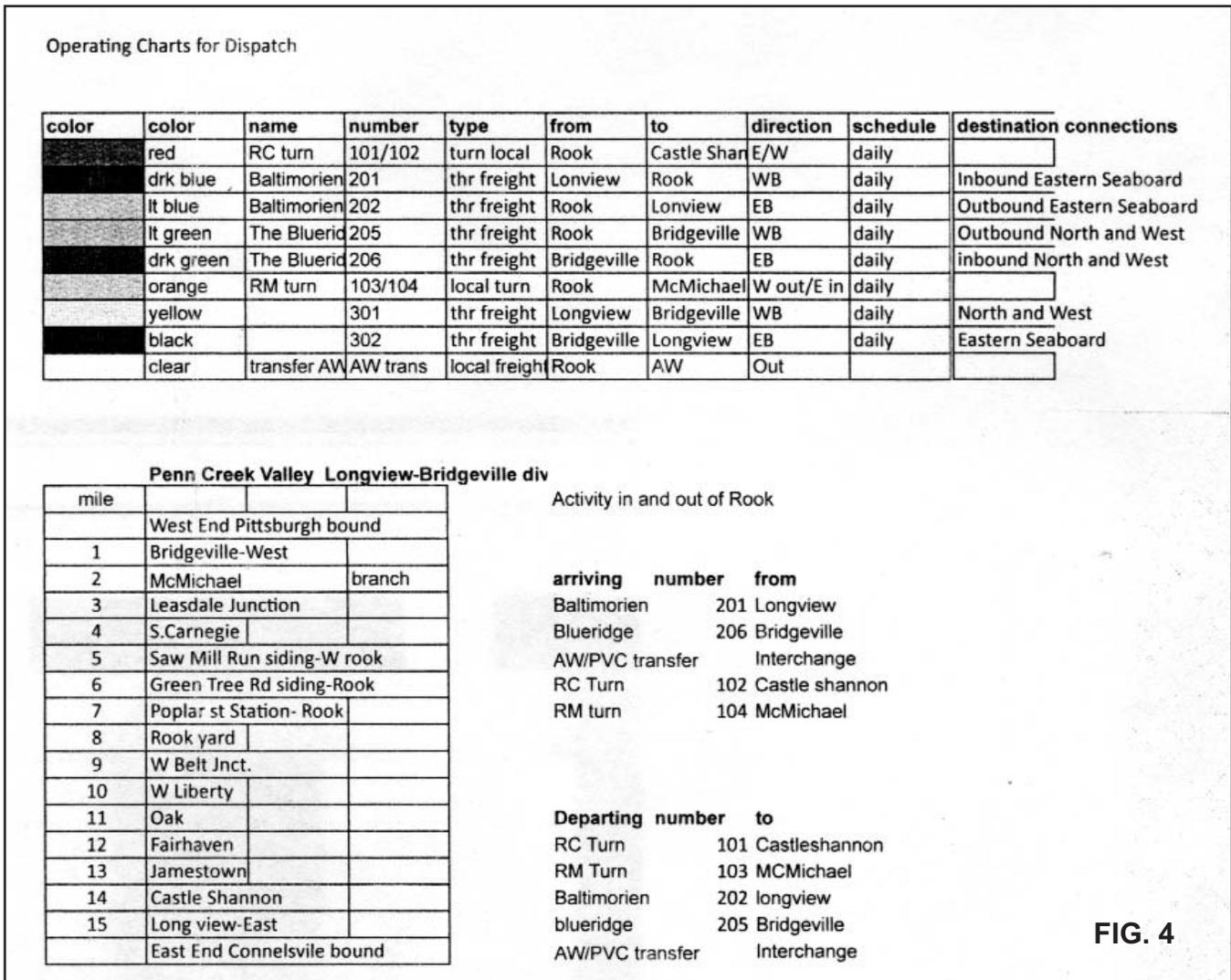
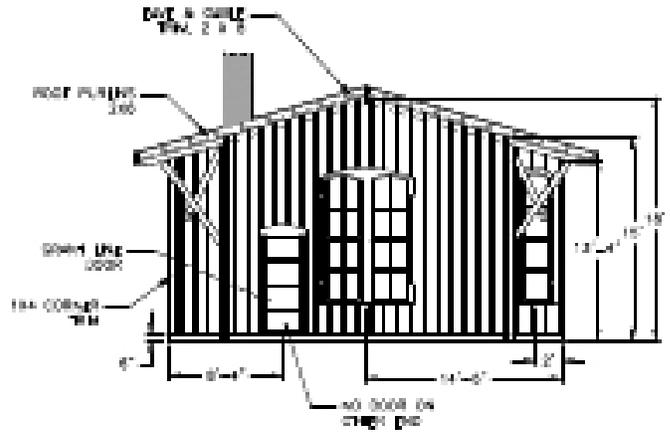
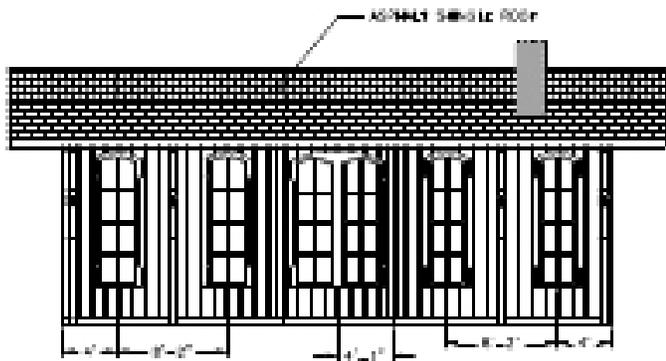
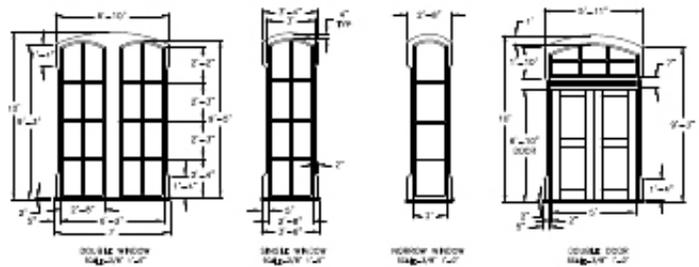
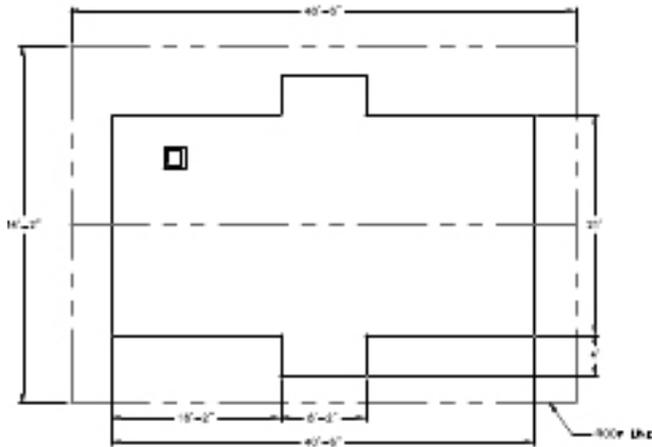


FIG. 4



ALL WALLS ARE 1 1/2" BOARD & BATTEN



WOODSTOWN, NJ DEPT

Drawn by Joe Kimber
Not to Scale



REAR ELEVATION



NASG 2012 Convention

August 7-11

GET YOUR ChooChoo to Chattanooga

On the way or way back:

The Atlantic Coast S Gaugers - Georgia Division invites all NASG convention attendees and other S Gaugers to an open house from 10am to 4pm on Tuesday August 7, 2012 at **Tom Robinson's S gauge Tennessee Central Railway** near Dhlonega, Georgia. This layout was last featured in the December issue of *The Dispatch* (see photo, which shows Crossville in the foreground and Nashville Union Station in background). Dhlonega is an approximate 2 hour drive from Chattanooga or about an hour from Atlanta, I-85 or I-75. Layout is in the basement; it is not wheelchair accessible. For directions, please contact Tom at tomrs-gauge@windstream.net - 706-867-8038.

Both Bob Hogan and Pete Silcox will welcome Convention attendees on Tuesday August 7 (by appointment) and on Sunday August 12. Both will be open on the same days and times for the convenience of attendees. If you are attending the Convention and neither Tuesday nor Sunday are convenient for you, please contact Bob to make special arrangements. His comment was, "we will be very flexible".

Pete Silcox's layout, "Georgia RR", is located in Kennesaw, Georgia. Phase 1 of the S-scale layout is in a 20'x20' space that models the Georgia Railroad and Central of Georgia set in the mid 50s. The layout is about 50% finished and is controlled via DCC. Benchmark is Homabed roadbed on spline sub-roadbed. Track is code 100 flextrack. For more information, please contact Pete at railroadpete@comcast.net. - 770-420-3960. Note Kennesaw is also the home of a railroad museum and location of the famous "Great Locomotive Chase." The CSX mainline runs through Kennesaw.

Bob Hogan's "Sierra Northern Railroad" is located in Madison, Georgia. After 25 years of modeling in Sn3, Bob took the opportunity of a move to middle Georgia to construct his first S-scale standard gauge layout. The new layout still has some Sn3 to remember the old days.

The Sierra Northern Railroad is a mythical crossing of California's Sierra Nevada mountains. Bob did not capture a specific location, but rather tried to capture the general look and feel of the SP's Donner Pass and Shasta routes. The layout measures 20'x23', set in the

early to mid 1950s. All engines are equipped with P-B-L Foreground II Sound System. For more information, please contact Bob at robert_hogan@bellsouth.net. - 706-752-1177.

Gary Cameron and George Courtney have agreed to hold an open house for their layouts in Johnson City, TN beginning at noon on the Sunday following the NASG convention. This will be August 12th. Gary has an American Flyer-based layout, and George's layout is "scale". George models the Black Mountain branch of the Southern Railway in southwestern Virginia in the early 50s. His layout uses DCC and is 12.5' by 13.5', with a 4' by 20' extension.

Also available will be the Tennessee S Gauger Hi-Rail modular layout (although flagged "hi-rail", the modules have a "scale-like" appearance), and the Train Center's permanent American Flyer layout (see right and below).

Johnson City is located 3-1/2 hours from Chattanooga for those driving up I-40 to I-81 on to Roanoke. It is 15 minutes south of the I-81 and I-26 interchange. For directions, please contact George. Contact Gary if you need information about hotel arrangements for Saturday or Sunday night. Gary - garyjcameron@wmconnect.com.

Other attractions: Compiled by Earl Henry

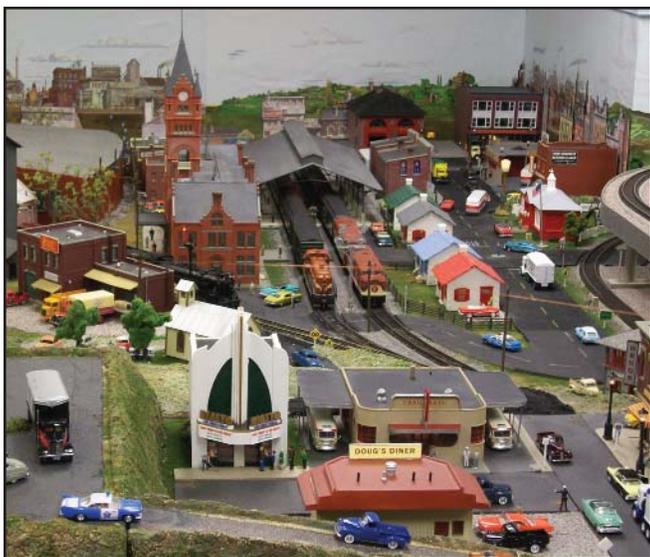
1. Delta Queen -moored on river, breakfast available.
2. Tennessee Aquariums and IMAX theater.
3. Coolidge Park and bridge over Tennessee River.
4. Creative Discovery Museum
5. Ruby Falls at Lookout Mountain
6. Tennessee Valley Railroad
7. NMRA HQ and Library.
8. Chickamauga & Chattanooga National Military Park.
9. Raccoon Mountain Caverns.
10. Southern Belle Riverboat Cruise.
11. Minor League baseball.
12. White Water Rafting.

For more details on these visit the NASG website - www.nasg.org. There are links there to most of the events.

Note from Dave Blum - As you read this over 1/2 of the convention cars are sold.

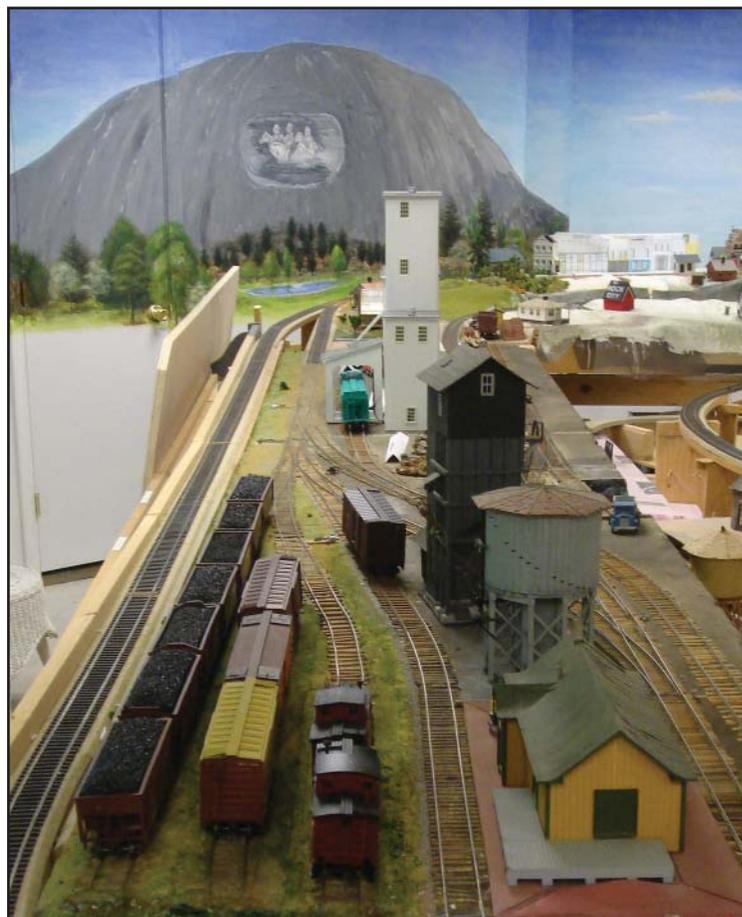
SPIKES

At the Convention



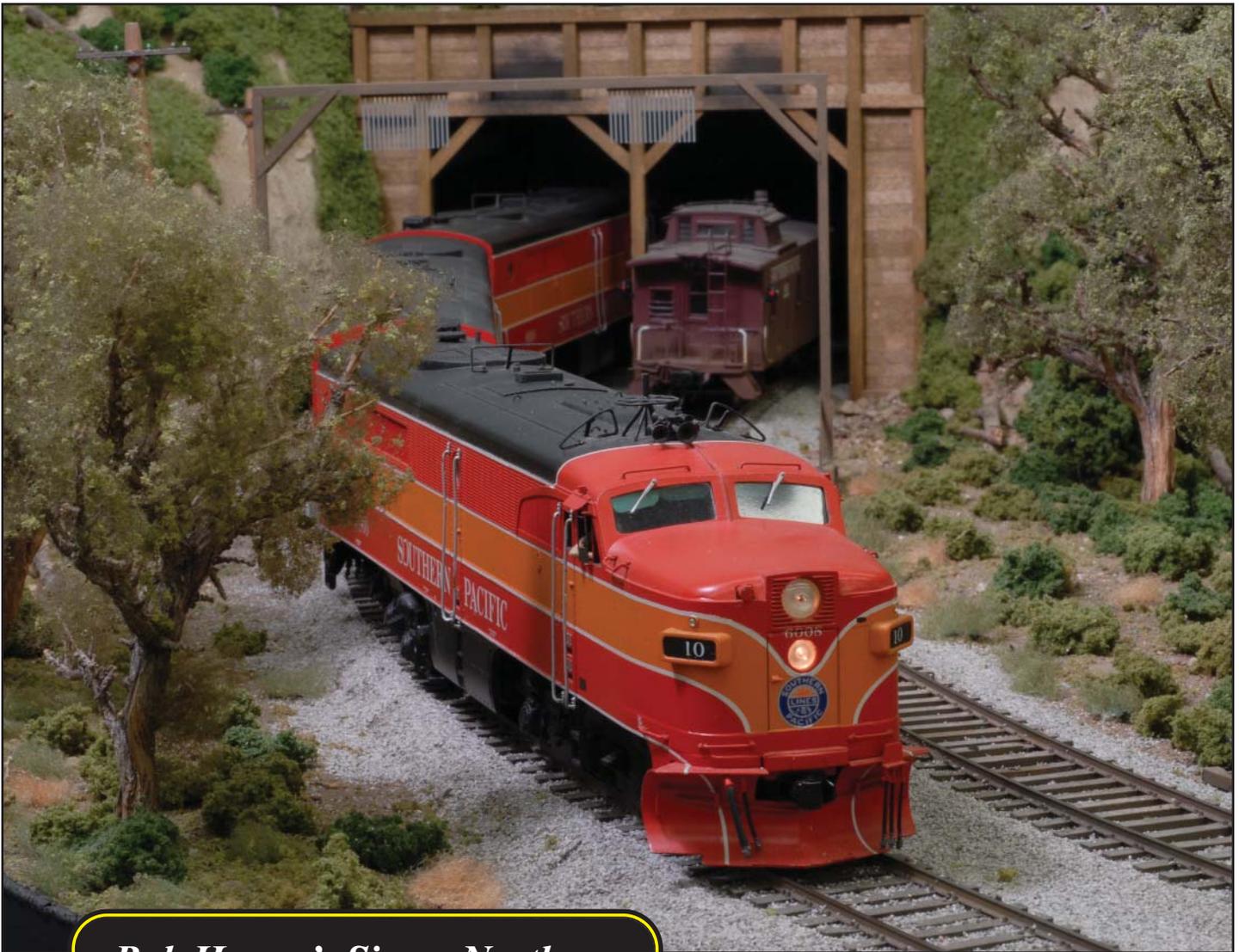
Open Tuesday before the convention is Tom Robinson's Tennessee Central hi-rail layout. See December 2011 *Dispatch* for more photos. Tom lives in Dahlonega, GA.

Below - The town of Madison is depicted here on Pete Silcox's layout.

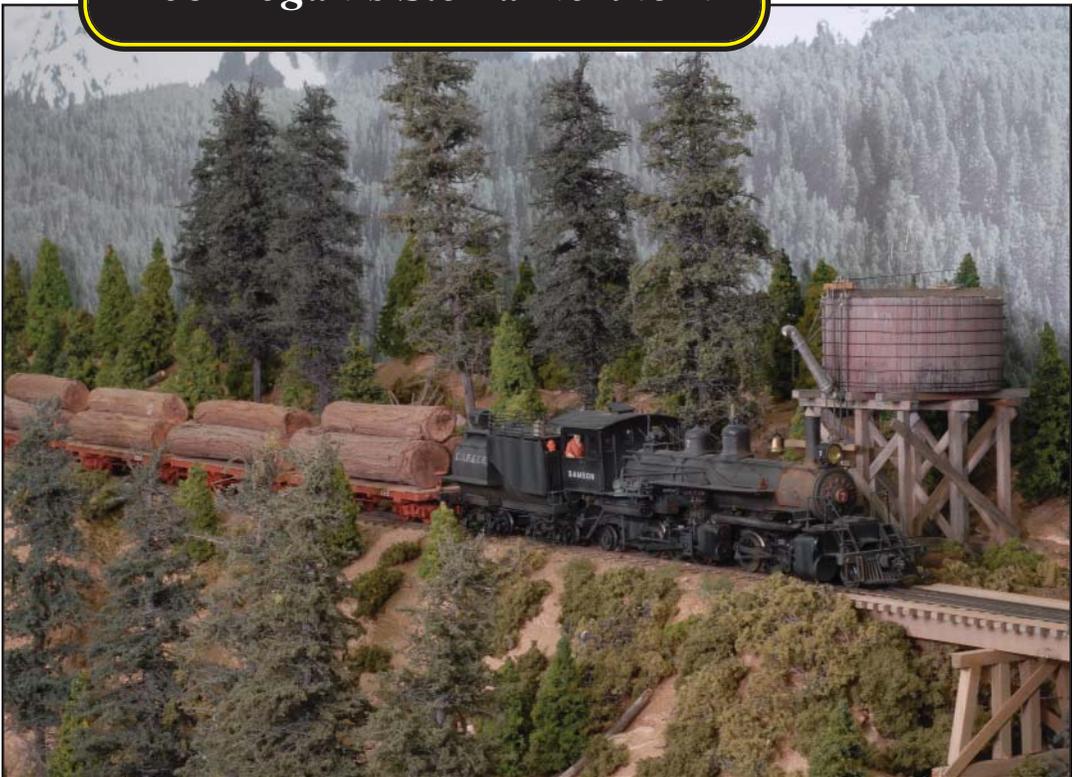


Pete Silcox also will be open prior to the convention. His scale layout reflects his native Georgia. Shown above is a small yard, but notice the replica of the Stone Mountain Georgia Confederate Memorial in the background. Below is another view of Pete's layout.





Bob Hogan's Sierra Northern



Above - SP PAs are emerging with a “Daylight” painted passenger train from twin wooden tunnel portals.

Left - #7, SAMPSON, A 2-6-6-2, brings a train of loaded log cars downgrade past the Middle Camp tank on the way to the Truckee mill. The three-foot gauge #7 is a V&T (now Wiseman Models) conversion based on the Mantua HO Mallet. The tank is a V&T (now Wiseman Models) WSLCo tank.

Photos both pages by Bob Hogan

Note: Bob's layout will be available for self-guided tours before and after the convention. He lives near Atlanta

SPIKES



Above - Southern Pacific C-9 2-8-0 #2830 brings a local through Blue Canyon with the famous Leaverite Mine in the background. The depot is a P-B-L resin kit and the mine is a Scenery Unlimited wood kit. The #2830 was produced by Southwind Models!

Below - Leased West Side Lumber Heisler #3 works the log dump at the Sierra Nevada Lumber Company mill at Truckee. The mill is a BTS kit with full interior, the Heisler is from P-B-L and the log cars are Rio Grande Models WSLCo 24 foot flats.





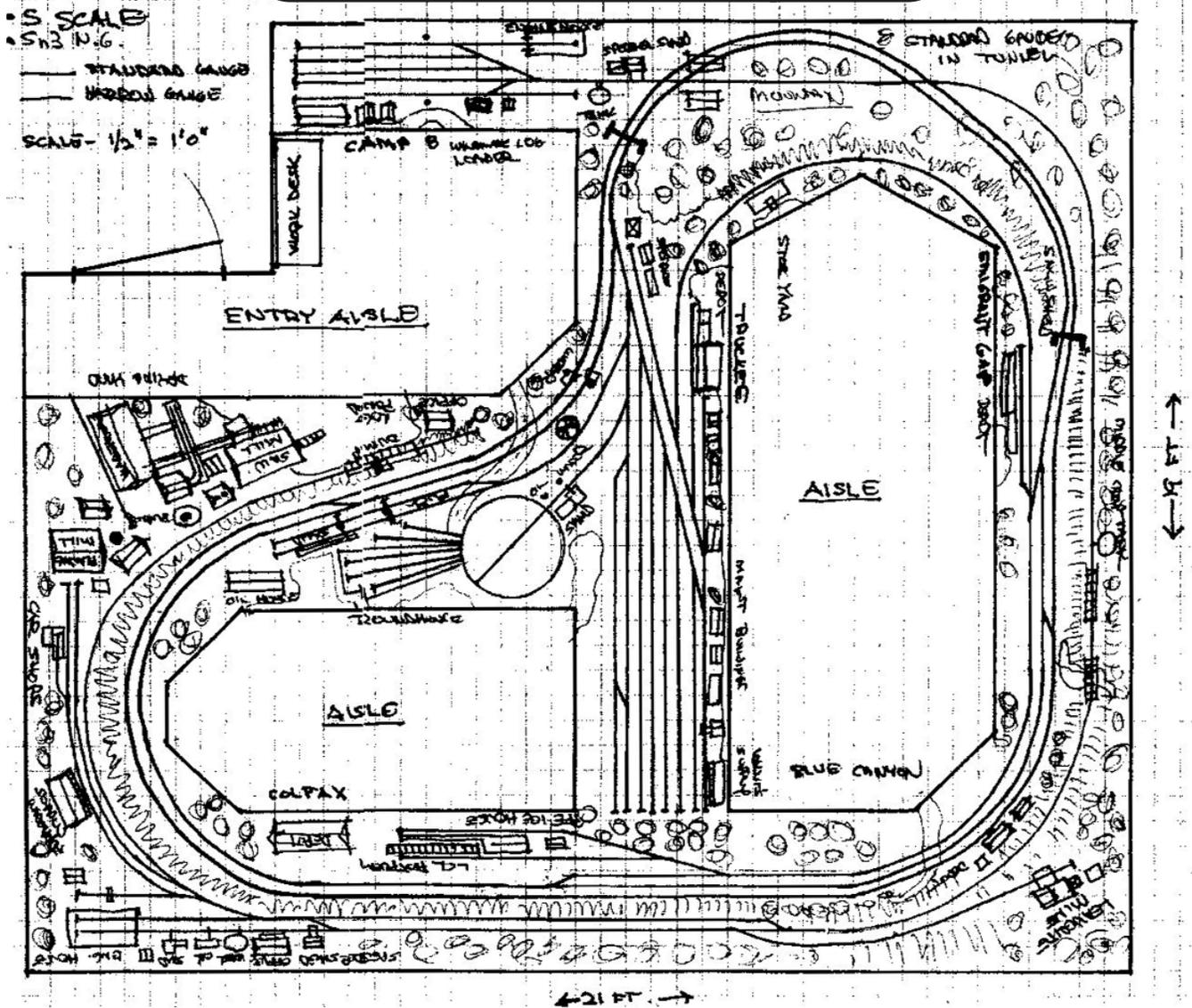
Above - Summit on the Sierra Northern can be a busy place. Southern Pacific Cab Forward AC-11 #4252 brings a heavy e/b freight out of the Summit snowsheds and onto the passing siding to take water before continuing downgrade to Truckee. Sister Cab Forward #4294, a newer AC-12 4-8-8-2, is working another e/b freight, but is using the w/b main over this portion of the railroad.

Below - Truckee is the major yard on the Sierra Northern and, thus, tends to keep several switchers busy with switching the local industries, the Sierra Nevada Lumber Co. mill, and making up trains heading over the "hill" to the Bay Area. A pair of Alco S-2's and a Baldwin S-12 work the area around the depot. The #1308 is a "fresh from the shops" Overland models while the #1301 is a Railmaster Models S-2. The Baldwin DS-12 is a totally re-powered American Models unit complete with the proper Aar trucks and Southern Pacific details. All were detailed and painted by me. The depot is a Drake resin kit and the flat is a V&T Models kit. *Bob Hogan photos*

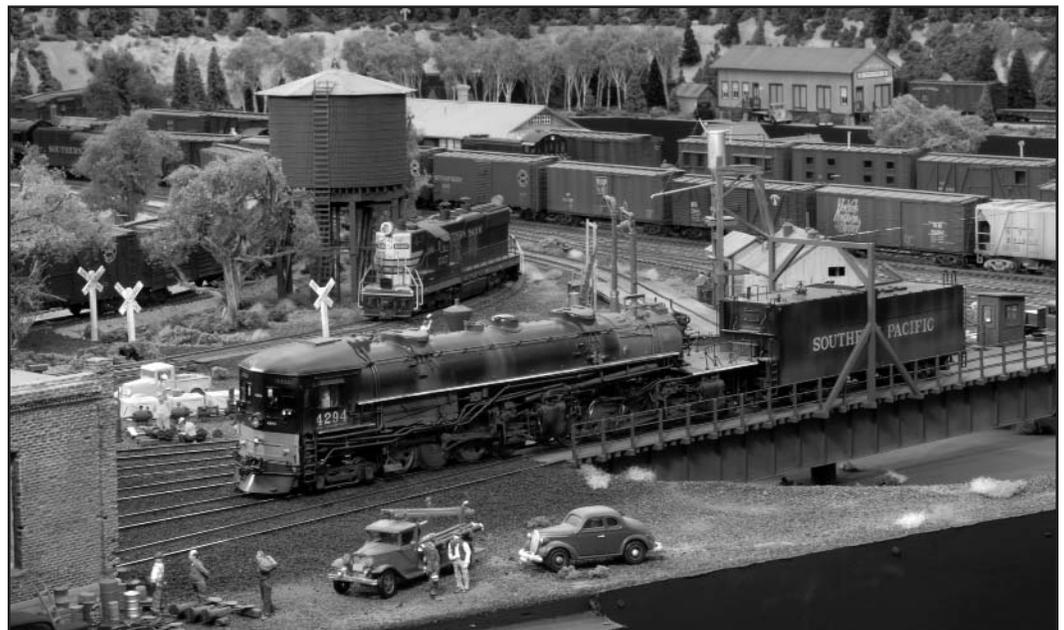


SIERRA NORTHERN RAILROAD

and Sierra Nevada Lumber Co. (n.g.)



There is always something happening at the Truckee engine facilities. Cab Forward #4294, an AC-12 4-8-8-2, eases off the turntable heading into the house for service. In the background is the Truckee yard/depot. SD7 #5327 pauses beside the steamer facilities water tank and sand house (both Leigh Valley Models) before moving out to pick up her train. Photos by Bob Hogan



A REVIEW:

by Sam Powell

New River Series Two Stall Engine House

by B.T.S. in S Gauge

If you have not built a laser cut structure kit you are really missing something. They are fairly easy to assemble once you get the hang of how a particular manufacturer engineers his construction, and they are just terrific looking. They are so much nicer looking than plastic for many reasons. Plus they are generally limited production affairs, which means your layout will not look like everyone else's. You feel like a scratch builder without having to design and engineer the construction. While the kit in this review was a limited production unit, and would thus only be available from old stock with a dealer, the construction is going to be similar to others by B.T.S. And there are likely others out there like me where the complexity of this kit was frightening enough that I kept it on my shelf for a long time. There may be a few out there in reader's cabinets or drawers waiting for the courage to open the box and dig in.

One of the reasons we have a number of these fine S scale structure kits available to us is that existing HO or O gauge kits can easily be converted to S with computer technology.

Bill Wade is a well known, and long standing member of the S community. His many excellent S products have improved our scale for years but his structures are especially noteworthy for many reasons. Structures can really make or break a layout, and having a wide variety of structure kits available to the modeler broadens the appeal of our favorite scale as well as improves our own individual layouts. This particular un-built kit was in-

herited by me when one of our long standing fellow S members, Jim Bassett, passed at age 87 a few years back. The construction of the kit, and this article are a memorial of sorts to him. Thank you Jim. You are missed. The kit builds up into a model of a two stall, steam engine storage house that is approximately 19" x 7" with a 2.5"x4.5" machine shop on the side. It is a very picturesque wooden structure which would likely have been built some time at the end of the Victorian era for a small branch line. It's rather large size requires a fair amount of layout space. At first, upon inheriting this lovely kit, I was unsure if I would be able to use it on the Penn Creek Valley. But, once I completed the new branch line it became apparent this was the perfect place for such a railroad structure.

It is a complex, and rather time consuming kit to build, but if you are patient, and careful, you can build a very nice addition to your railroad. None of the skills required are beyond average model builders talents. There are just a lot of steps. If you follow the instructions carefully, and resist the temptation to just start assembling things in a few lance way, this kit goes together with an admirable precision. I know real men don't read directions, but in this case it is definitely advisable. Bill should be proud of himself for the clever way things go together. The result is neat, attractive, and sturdy.

I make good use of an Optivisor. This is a magnifying head set that will allow you to see fine detail much better than with the naked eye. The final product is superior, and more easily done with the use of one. They are available from Micro Mark if your local hobby shop does not have them in stock. If you have not tried using one, I highly recommend it. At first it will seem awkward and cumbersome. Your peripheral vision is blocked, making it more likely you will knock over your glue bottle. My advice, use your creative mind to solve those problems, and use on anyway. If you pull it down far enough, you can see over the top. I have found I can thus even watch TV while modeling with one on.

The kit itself is composed predominantly of laser cut bass wood sheets, with a modest amount of card and metal detail castings. The thinner laser cut wood parts are model-aircraft plywood. The most important challenge to deal with in building this kit is that of keeping the basswood and card parts straight while painting and gluing. I used a supply of small plexiglass sheets, aircraft plywood scraps and spring clamps to keep everything straight while paint and glue dried. Once the glue sets, things will stay nice and straight. It is a standard rule of thumb when working with wood to always paint both sides of a piece of wood to keep it from warping. This is especially true of large flat pieces such as the walls of this building.



For most of the assembly I used Elmers glue. For some of the very small, or intricate construction I used super glue applied with a toothpick. I painted the walls with artists oils thinned with mineral spirits, and sealed with shellac. The trim I painted with a brush and grey acrylic paints. Some of the model I painted with an air brush and sprayable acrylic paints by a paint company from Portugal called Vallego. You will find it in the military miniatures section of the hobby shop. It covers very nicely with a thin coat.

If you wish to retain a bit of the Victorian era style, you will want to paint the trim a different color from the walls. If this is the case, resist the temptation to assemble things first, and paint later. It is much, much simpler to paint ahead of time while parts are still in their laser cut sheets. You will need to touch up the edges of the boards after you

Kit construction begins with assembly of the floor and wall sub assemblies. The floor goes together fine according to instructions. However, when using code 100 rail and old Miller tie strip for the interior track as I did, the rail does not stick up quite high enough, as the bass wood floor supplied warps up slightly at the track edges and sits up just a tad high. If you model hi-rail or tin plate you would want to use scale looking version of your chosen track style to blend in with the construction of the floor of the kit. In that case the rail would sit up plenty high enough to clear the floor boards. There is not provision in the kit for electrical connection for the interior tracks. I am counting on rail joiners for this, and hope it works out. Soldered leads hanging down might have been better, but I did not do this. We will see.

Another engineering challenge with the engine house kit is that the rail head height in the completed building sits higher than track that is not on roadbed, but lower than track that is on roadbed. Somehow, you will want to take this into account when designing the layout and trackwork in your yard area. Since I was not using roadbed in the yard area of McMichael on the Penn Creek Valley, I had to lower the building some. I decided the easiest way to do this was to draw a line scribe around the completed structure as it sat where it would reside on the layout, and then used a hand held jig saw to cut the table top area immediately below engine house away. The engine house thus is recessed into its own little well. It just occurred to me that if I had used a fine quality high rail track, both the above concerns would have been met, and since most of the track sits under the floor boards, you would never notice you was mixing highrail inside the building with scale outside. The rail would likely sit high enough to clear the floorboards, and match scale rail outside. It is something to think about anyway,

There is a detail of the kits walls that I chose to change.

Both interior and exterior surfaces of the walls are scribed to represent siding. The kit is designed to have the horizontal siding on the outside and the vertical on the inside. I wished to reverse this and have the exterior vertical, and interior horizontal. This required turning the floor around to accommodate the machine shop floor. It sits off center somewhat, and reversing the walls puts the machine shop at the other end of the building. I also ended up shifting the end with two doors as that better suited my track plan. A certain amount of fiddling and fussing was required make sure it all worked out.

The instructions call for you to complete the floor assembly first and then paint and assemble the walls complete with windows and doors, and finish with the roof assembly. The windows and doors are very nice laser cut assemblies that go together perfectly. This order of assembly is precisely what I did, and it works out well. I painted the bare walls first with "crimson red" oil paint thinned to a wash, and wiped most of it off. I gave it a slightly weathered look by giving some boards a second coat to make it look as if some had been replaced or at least repainted. After assembling and installing the windows, I glued the four walls to the floor and each other and finished the corner and engine door trim.

I painted all windows and trim pieces before removing them from the laser sheets. After all was assembled, I then sealed the walls with shellac. The biggest challenge at all phases of construction is that of clamping and holding such large panel while the glue dries. Everything is pretty flimsy, and prone to warping from the glue's moisture until the glue sets. Patience and creativity are required. Sometimes the best clamp is your hands. In which case, you must wait until the glue has set enough to hold firmly. The foundation is represented by card stock, which I laminated embossed plastic cinder block sheet to.

To assure the roof fit nicely, I assembled as much of it in place on the structure itself as I could. It is designed to be removable, and this is essential in an engine house in order to get at the locos and details, and to possibly take a photo of the finished interior. The roof is a very clever configuration of trusses and beams that maintain the shape of the roof and look very convincing as an actual roof support construction. I glued most of the joints with super glue. The various pieces are mortised together so they form a fairly strong and rigid structure once glued together. As you might guess, the roof does go back on nicely when removed, but only in one way. If I reverse the direction the fit is not as precise, so I marked the underside for the machine shop on one side, thus making it possible to re-install it correctly every time.

The underside of the roof is scribed with lines to represent board construction, but I turned these pieces over

and used the scribed lines as guides for applying the tar paper roof. I figured these lines were a nice detail under the roof if they were they visible, but would never be seen on the underside of the roof. So, I flipped them over and took advantage of the fact that the lines are perfectly even in spacing, and perfectly level and parallel. The tar paper roof is represented with black construction paper the modeler must cut into strips. This is made simple with the use of a self healing cutting matt with lines marked on it. Is it turned out, my cutting matt has lines every $\frac{3}{4}$ " which is a good width for tar paper roll in S gauge. I taped the construction paper supplied in the kit to the matt, and using a ruler and exacto, cut all the strips at once. I applied the glue the craft paper strips with my finger tip, and applied it starting at the bottom and working my way up. It took two baseball games to get the roof done. I rubbed the surface down with a toothpick where the paper overlapped to accentuate the overlap. When it was all, done, I sealed it with shellac. Once the shellac was dry, I sprayed the top dark grey, and the underside a very light grey. Failure to seal the underside of the roof will lead to warpage.

The doors are saved for last to minimize handling as they are rather large and delicate. They are "hinged" with static hinges. This means they are prone to breakage. There are probably rudder hinges available from model ship supply houses which would work here, but, I did not check that out. You might want to. Each half door is built up from four pieces. There is an inside and outside core piece and an inside and outside trim part. The trim is all one piece but represents six separate pieces that frame and brace the door. I painted all these ahead of time as I chose to continue my barn red base color, and grey trim motif. It is important to glue all of these pieces at once. The core pieces are prone to warping as the grain orientation is different on the inside and outside which will warp if left un braced The trim assemblies brace and strengthen the door and keep it strait. I stacked up all six assembled doors on a short 1x2 pine board piece separated with wax paper, and held them flat there with rubber bands while they dried. Once dry, I sanded the edges and painted them the grey trim color. The hinges are represented with plastic strip supplied. I then glued a small square of wood at the hinge end to reperate the actual hinge and pin and glued them to the opening in an open position with



Aileens tacky. The flexibility of this glue makes them a little less delicate for handling purposes.

I assembled the nice interior shelving and benches, and then

sprayed them primer grey once I realized they kind of disappeared inside the structure. Interior lighting would help here, but I never seem to get around to wiring the layout for this. The final structural detail was to add soffits and downspouts. I like to put these on all model buildings. They really seem to finish a structure off in a nice way. In this instance I attached the soffits to the building itself and not the roof, so the downspouts could be glued to the soffits while still being able to remove the roof to get at the interior. On the end of the roof I applied a rake board to finish off the end, and made this overlap the ends of the soffits without gluing them together, again so the roof could be removed to get at the interior. This final detail gives the roof the appearance of a real roof and not just a piece of cardstock.

There are detail castings included in the kit which are nice. These included some birds for the roof, which I used, a grinder for the bench inside, a box of tools or parts, and a number of barrels.

The final report is excellent. B.T.S kits are indeed terrific. The main message is brace the large wood and card parts when gluing to keep them straight and do finish the nice final detail parts that Bill includes in his kits. They add much. His kits are nicely researched, well designed, and a pleasure to build. In the end they will bring your layout to life in a nice way.

- Sam Powell



BRANCH LINES

News and Notes from S Gauge Clubs • By Dave Pool

The **Bristol S Gaugers (BSG)** met at the new home of Lorrie and John Korajczyk on January 14 and 23 club members attended. The host had a layout around his Christmas tree for the club members to enjoy. Late in January the club set up and displayed their layout at the Big E Train Show as sponsored by the Amherst Railroad Society on Jan. 28/29 at the Big E Fairgrounds. This show was held in four large buildings with many local individuals and manufacturers having table space or displays at the event. Paul Riley hosted the club for their February meeting in Peabody, MA. This is reported to be the oldest S club in our country.

The **Connecticut S Gaugers (CSG)** : A special meeting was held on June 2 that included featured speakers on Erector sets, weathering models, electronic model RR control, and constructing buildings for S scale layouts. Among the presenters were club members Herb Cotter, and Stan Stockrocki.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of David Sullivan, in Bloomfield, CT., for their March, 2012 meeting. Dave Plourde coordinates the club activities and Steve Allen plans and ably edits the club newsletter. The club is celebrating their tenth anniversary this year. Much has happened over the past ten years including constructing a holiday train display at Look Park. The display was designed and set up this year as in several past ones, and for the third consecutive year attendance showed a significant increase over previous years. The Look Park project was coordinated by George Reneris. It was an ambitious project by any standards. The S scale layout was constructed on six 6 ft. x 30 inch modules separated by backdrops which were painted by Dave Plourde. Club member Steve Allen hosted the members for their May 26, 2012 meeting in Springfield, MA. Club members visited George Sellios's famous layout (HO) in Peabody, MA. on May 19, 2012. Recent

issues of the club newsletter have included modeling tips on weathering, scenery details, and scale vehicles as well as a review of the latest Lionel diesel loco by NASG member Dick Karnes.

The **Western N.Y. S Scale Association (WNYSSA)** held their February, 2011 meeting at the Pegasus Restaurant in upper .NY State. Paul Wachowicz hosted the club members at his home for their meeting on May 23, 2012 in North Tonawanda, NY. The club members set up and operated a layout at the GSME Train Show at the Batavia Downs Fairgrounds, Batavia, NY. A train with an SHS steam loco was operated at the show. Five members attended and operated the layout at the show. Don Webster coordinates the club module set ups. Gregg Mummert coordinates the club activities and edits the club newsletter, which is distributed via e-mail. The club was planning/considering the display of a layout at the TTOS Train Show, to be held on Oct. 21, 2012, at the Leonard Post, Cheektowaga, N.Y.

The **South Jersey S Gaugers (SJSG)** meets on a regular basis on the first Friday of the month, at the Stratford, N.J. Senior Center. Play Trains events held by the club are meets at a member's home to operate a layout or visits to a model RR event or place, without any club business taking place. The club displayed a layout at the McGuire Air Show on May 12/13, and planned to display at the Glassboro Train Show, on July 14 at the St. Thomas Church.

The **Pittsburgh S Gaugers (PSG)** held a Coffee and Trains get-together at the Kings Restaurant, in Harmerville, PA. on May 14, 2012 at 8:00 P.M. A regular meeting of the club was held on May 26, at the home of Andy Lorince near the Square Hill Tunnels, PA. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The club members discussed possible programs for their meetings, and a lot of very good ideas were presented at the recent meeting. The

club has two operating layouts, including a high-rail layout and a modular layout both of which can be used to display and operate trains at shows and events. The **PSG**-members are planning to upgrade and maintain both layouts by changing scenery items and upgrading the electronics.

The **Baltimore Area AF Club (BAAFC)**: BAAFC member Herman Kruelle hosted the club members for their meeting on March 17, 2012. Twenty-two members attended. Club member David Blair hosted club members on April 29 for their monthly meeting. The host has a sceniced S layout with many operating accessories. Club members set up and displayed their layout at the Great Scale & All American Hi-Rail Train Show on April 14/15, 2012 in Timonium, MD. David Avedesian has been coordinating the design, construction and preliminary operation of an S gauge (AF) layout in the home of Ron Kolb, who coordinates the club activities and edits the club newsletters. Ron is very appreciative of the effort made by the various club members to complete the layout in his basement.

In the mid-1980's the **Trinity Valley S Scale Club** decided to invite some AF hi-railers to add a hi-rail layout inside their S scale layout display. Four collectors and operators set up an 8 ft. x 12 ft. layout for the display. In 1986 it was decided to form an S hi-rail club and new modules were constructed with a club name of the **Lone Star Flyer Club (LSFC)**. The hi-rail layout has been sponsored by NASG for display at the TCA National Convention in San Antonio, TX and was set up and operated at other local train shows. In its current configuration the layout measures 48 ft. x 10 ft. and members (now 24) meet on a monthly basis to work on the layout and make improvements on the layout. They even have a place to meet in Hurst, TX.

The **Chicagoland Assoc. of S Gaugers, Inc. (CASG)**: Will Holt coordinates the home meetings of the club members, and the April 20 club meeting was held at the home of Joel Weber, in Napierville, IL. Joel has had his layout open for operating sessions on the first Sunday of the month from 1:00 to 4:00 PM. The **CASG** also met on May 18, 2012 at the American Legion Room of Hinsdale Village Hall, Hinsdale, IL. The club planned to hold one or

two sessions in April or May for club members to learn about and program their trains to operate on DCC or Legacy/TMCC electrical supply. Members were encouraged to bring their Legacy/TMCC locos to be loaded with the Club's Legacy control system with unique numbers to be recorded on a listing for use at train show operations.

The club plans to set up and display their layout at the Great Midwest Train Shows to be held on June 3, Sept. 9, & Dec. 9, 2012 in Wheaton, IL. Loren Critchett is scheduled to host the club members for their monthly meeting on July 14, 2012 in Park Forest, IL. Will Holt is scheduled to host a meeting of the club on August 18, in Hoffman Estates, IL. The club will meet at the Hinsdale Village on June 15, 2012.

The Miami Valley S Gaugers (MVSG): Larry Beam served as chairperson for the Spring S Spree held May 4/5, 2012 at the Crossroads Expo Center, Dayton, OH. (See report on page 27). The club recently welcomed new member Bob Davis, from Milford, OH who is a longtime S Gauger, and enjoys painting models and likes the PRR prototype. The MVSG were planning on setting up and operating their layout at the Carillon Railfest on June 23/24. Tom Hartrum is Recording Secretary for the club meetings. Officers of the club recently elected include: Jon Goins, president; Tony Garza, corresponding secretary; Bob Guckian, treasurer; and Jan Mason, one member of the board of trustees. Ray Garbee was elected to serve as Recording Secretary, and will take over recording the club meeting minutes from Tom Hartrum.

The Stateline S Gaugers (SLSG) have found a place to set up and work on their modular layout, and they are actively seeking new club members. A recent commercial investment bankruptcy left one or more club members as part owners of a vacant shopping center building. Through the courtesy of the club members involved, a portion of the building has been made available to the SLSG for use to store and work on their S layout. Club members that either own or work on the club layout are referred to as the "Mod Squad", and they meet every Thursday afternoon to work on the layout or run trains in its new space. Club elections recently held had the following proposed slate: Jim

Larson, President; Dave Oberholtzer, V.P.; Tom Behles, Treasurer; George Sorensen, Sec'ty. and Dick Bird, & Joel Weber, Board of Directors members. The club set up and displayed their layout at the Rockford, IL. Train Show on March 24/25. Jon and Judy Sevall held the May 20 club meeting at their home in Beloit, WI. A new member, Todd Grutter, was recently welcomed to the club membership.

The Southeastern Michigan S Gaugers (SMSG) held their April 15, 2012 meeting at the home of Dave Held, in Imlay City, MI. Earl Carlsen was scheduled to host the June, 2012 club meeting. The SMSG club has 41 paid up members as reported several months ago at a club meeting by Earl, club treasurer. Gordon Michael ably edits the club news via meeting notes. Bob Stelmach is the president of the club at the present time. Gordy Michael is Secretary; Earl Carlsen, Treasurer and Tom Hess, Bill Bartlam and Tom Hawley serve as Members-at-Large on the club Board of Directors. The club plans to bring and operate their display layout at the National Train Show (NMRA) on Aug. 3-5, 2012 in Grand Rapids, MI. The Train Show is 2-plus hours away from the general area where the club members reside and usually display their layout. Club member Tom Hawley agreed to tow the layout with trailer to the show.

The Northern Ohio S Scalers (NOSS) held their April 29, 2012 meeting at the home of John Armstrong, in Valley City, OH. A recent NOSS newsletter explained how to add car tags to the S scale freight cars. Most prototype freight cars have a small wooden board on the side of the car to give directions to switching crews. Wooden cars did not need any separate boards as the car tags could be pinned to the wood car side as desired. John Henning hosted the May 27th club meeting at his home and Chris Borgmeyer was scheduled to host for the June 27th meeting.

The Central Ohio S Gaugers (COSG) held their May 20 club meeting at the Upper Arlington Main Library, and Larry Robertson presented a show of RR pics and slides at the meeting. The club members met at the home of Dana Davis, in Ostranda, OH on April 22 and brought their layout to the Spring S Spree on May 4/5 in north Dayton, OH. Club presidents and

other officers from the COSG, MVSG, CVSG, and SMSG met at the Spring S Spree in Dayton, OH. to discuss the Spree events and their operation. Lee McCarty reported on the plans of his club for the 2013 Spree to be hosted by his club in Akron, OH on May 3-5, 2013. The COSG club recently welcomed new member Don Richards, from Uniontown, OH. The club has planned their annual picnic for June 10, to be at the Marion Union Station.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their May 11, 2012 meeting at the home of Mike and Cheryl Neace, in Godfrey, IL. The club is building a new sectional layout and the frames are assembled at the Lionel club's garage, with roadbed, track work, scenery, buildings, etc., to be installed. Club members Gary Brandenburger and Jim Anderson have agreed to be team leaders for the electrical work on the new layout. The new layout will hopefully have three main lines and three passing sidings, with possible additional sidings for operating accessories. The Club met at the home of Bob and Dee Muehling in St. Peters, MO. on April 13. Club members were saddened by the passing away of Bill Glass, father of club member Marty Glass.

The Kansas City S Gaugers (KCSG) are considering train shows where their layouts could be set up to showcase S gauge trains, including the Turkey Creek Div. of the NMRA's show on July 14, at the Shawnee Mission High School. The club has a permanent layout featuring three loops of S track that is maintained year around by club member Roger Ketterman at the Union Station, Kansas City.

The Badgerland S Gaugers (BSG) are all-consumed with the upcoming **37th Annual Fall S Fest** to be hosted by the BSG and to be held on **Nov. 2-4, 2012** at the Marriott Milwaukee West, in Waukesha, WI. Plans call for several train layouts, including the NASG switching layout, and various clinics and videos along with a model contest. Roy Meissner is the Registrar for the event. The S car for the event is an S Scale America Soo RR Line Gondola car with containers.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN) held their May meeting in the

room which is at the Messiah Lutheran Church, Spokane, WA. Bruce Renshaw was scheduled to host the club members for their monthly meeting, on June 9, 2012, and Bud Chadbourne was scheduled to host the annual club picnic on July 21. For their August and Sept. club meetings the group will gather at the Lutheran Church room.

John Eichmann of the **Rocky Mountain High Railers (RMHR)** coordinates the activities of the club and the status of their portable layout. The club was approved to be part of the Boise Community Education program with a "course" on "**Rediscover the Fun of Model Railroading**" in May. The goal was, by presenting such a course, the club might meet potential new members. The class consisted of two sessions, on Tuesday, May 1 and a week later on May 8. The classes were held at Timberline High School, Boise, ID. The club has been holding planning/breakfast meetings at the Golden Corral Restaurant, in Boise. These meetings are well received by the club members. The restaurant has an area referred to as the "conference room" where the members gather. The next scheduled meeting at the Golden Corral is on June 16

at 9 A.M. The club celebrated their 17th anniversary on June 7, 2012.

The **Southern Calif. S Gaugers (SCSG)** set up and displayed their layout at the joint Fullerton Train Show held on May 5/6, 2012 at the Fullerton Train Station. Don Stratton is President of the club and he hosted the Feb. 11 meeting of the club in West Covena, CA. Jeff Kruger is the coordinator of the club activities and ably edits the club newsletter which is distributed via e-mail. The club plans to host the **2013 S Fest West show**, and plans are formulating for the event.

The **Bay Area S Scalers (BASS)** held a meeting at the home of Don Harper in Livermore, CA. on May 19, 2012. Graham Henry edits the club newsletter, called the *Bass Waybill* Lee Johnson coordinates the club meetings and events. Lee wrote articles describing recently available S products from various S suppliers that appeared in recent newsletter issues. The club is preparing to set up and display their layout at the Dunsmuir RR Days on June 8-10, 2012. Recent discussion of the club members and info presented by Lee Johnson in a recent

newsletter issue indicates that the members are not satisfied with the present club meetings and plan to implement some changes in the club activities. Meetings in the future should have a planned program including a work session or clinic, or video presentation for those attending to participate in. Every other month or quarterly meetings are to be considered. Separate regional club meetings where several local members could get together at their convenience were an idea suggested as well as having a "secret model" meeting with a time period specified to complete the model and display it at a designated club meeting.

Your club column editor wishes to thank those club members and clubs that submit information on the activities and events that you organize and attend. Please submit information and newsletters for the column to David Pool, 11 Bittersweet Trail, Wilton, CT, 06897-3902 or e-mail at: ndpool@juno.com. If your club was not mentioned in the above column, you should send a description of your club recent and future activities to the column editor.



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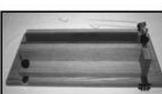


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RailMail continued from page 4

complete line of quality products - from sets to track, to engines and rolling stock. This puts them in as good a position competitively as they could get. I'm sure this news will not be happily received by Lionel, but, as what happened with O 3-rail, both the quality and sales bars have just been raised for S. Now we have a second high-powered manufacturer to provide goodies for us.
- Terry (Stumpy) Stone

More Congrats: When one considers the fact that Don and Robin Thompson were manufacturers long before S Helper Service with their resin kit line called Trainstuff, you have to realize they have been "helpers" of S for a long time. They surely deserve a well earned retirement. Thanks again!
- Bud Rindfleisch

Hi Jeff, What a wonderful issue (Feb)! The announcements from AM, regarding Ron getting his tooling back

has been long awaited, Lionel increasingly putting their toes into the "Scale" market and SHS getting their balances from China all made for riveting reading never mind your other usual quality items. And now news that SHS is being sold to MTH. They will undoubtedly be able to pick up the baton from Don and strengthen that product range. Your Editorial was right on the button!
- Best wishes Des Browne, Holywood, Co Down, Northern Ireland

SHS Folks Will Have More Time Now: We won't really miss you. Now you can go to ALL the conventions where we can talk (and bug) you, go to local club meets (give lectures and get free meals and lodging), build layouts in every room, swear at the jerks and not worry about losing a customer.get to know your family again, build an N or On30 layout, have the joy of cutting the grass or painting the house and feel like you just graduated from college again.
- Good luck, John Armstrong

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Rev. 06/12

DAYTON S-SPREE 2012

A Report by Thomas C. Hartrum

The fifth offering of the Spring 'S' Spree hosted by the Miami Valley S Gaugers (MVSG) was held May 4th and 5th at the Crossroads Expo Center in Dayton, Ohio, our second offering in this venue. Despite the lagging economy, feedback from both dealers and attendees was that the Spree was a re-sounding success. Over 270 attendees shopped among forty dealers with 130 tables of products. The Spree car, a blue U. S. Air Force hopper, was a successful sellout.

Eight operating S layouts were on display, including the Central Ohio S Gaugers', Bob Pardington's from Michigan, "Stumpy" Stone's from New Martinsville, Ohio, Galen Hoover's from Mt. Hope, Ohio, the

NASG's switching layout, and three layouts from the Miami Valley S Gaugers. Friday evening's banquet was followed by Roger Carp's enjoyable talk *15 Greatest Post-War American Flyer Sets*.

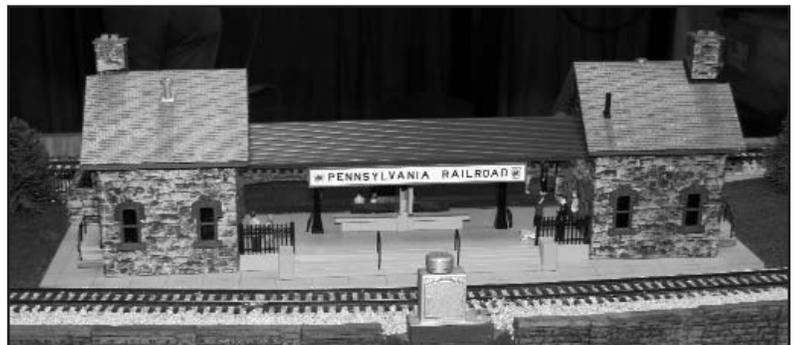
In addition, there were five clinics by Monty Kaufman, Denny White, Bob Bernard, and Art Lofton, and Stumpy Stone hosted a round table discussion on Kit Bashing. A model display area was featured where several people displayed some beautiful models.

The Miami Valley S Gaugers thank all who helped to make the Spree a success, including the dealers who are key to the growth of 'S,' and the attendees who support the gauge. It was nice to see familiar faces and to visit with those we haven't seen since last year's Spree. The next Spree in 2013 will be in Akron, Ohio, sponsored by the Cuyahoga Valley S Gaugers.



Above left - Roger Carp, Senior Editor of Classic Toy Trains was the main speaker at the banquet. **Above right** - John Heck mans his table. **Bottom left** - Terry (Stumpy) Stone displays a couple of his "kitbashed" AF locos. **Right** - New station on the COSG layout brought to Dayton. **Bottom right** - Left to right - Miami Valley crew members take a break: Paul Rinehart, Tom Harturm and Norman Haas.

Top two photos Caroland Hagan; bottom two Jeff Madden



EXTRA BOARD

BAD NEWS, GOOD NEWS: From Joe Haenn -- "Due to a recently diagnosed terminal illness, Joes Train Repair has been sold. New owners Clay Buckage and Barbara Rudnickiof Daves Twacks & Twains have taken possession of the business and will be taking some time this summer to get fully organized before re-opening, hopefully by September 1st. They will be present at York this Fall at the same spot as Joe has had in the Orange Hall. They can be contacted at 919-926-7386.

Thank you for your business all of these years. It has been a pleasure getting to meet many of you and serving you. I know you will get the same service from Barb and Clay that you have come to expect from Joes Train Repair, and I am leaving the business in good hands. They are great stewards of both Gilbert and the hobby in general. They bring with them a wealth of American Flyer knowledge. I am sure you will be pleased with the continued care your business will receive from them."

- Joe

S IN NON-S PUBLICATIONS

- July 2012 *RMC*: Dick Karnes' layout is featured in this issue.



UPDATE ON CLINICS

The following clinics are planned for the Chattanooga Convention::

"Adventures in Modular Railroading" - presented by Andy Malette

"How to Imagineer and Build Structures" - presented by Dick Karnes

"Building the Calabash Terminal Rail Road" - presented by Monte Heppe

"Building the Calabash Terminal Rail Road" - presented by Jamie Bothwell

"Building Supply Car Passenger Car Kits" - presented by Robert Hogan

"Modeling Prototype Track" - presented by Pete Silcox

"The Clinchfield Railroad" - presented by Pete Silcox

"The Basics of Operating a Model Railroad" - presented by Dave Jasper.



S Calendar

Aug. 7-11, 2012: NASG Annual Convention, Chattanooga Choo Choo Hotel, Chattanooga, TN. Lots of cool tours: Tennessee Valley RR Museum, riverboat, layouts, fan trip, etc. www.nasg2012.com. Contact: Dave Blum Pikesvillemodels@yahoo.com.

July 29-Aug. 4, 2012: NMRA National Convention, Grand Rapids, MI. www.gr2012.org

Sept. 15-16, 2012: Flyer Fest West hosted by the Sacramento Valley American Flyer Club. SES Hall, 10427 E. Stockton blvd., Elk Grove, CA 95624. For more information: contact Carl Rudolph, ffw2012@sonnet.com.

Nov. 2-4, 2012: 37th Annual Fall S Fest sponsored by the Badgerland S Gaugers. Marriott Hotel (HWY F just off I-94) Waukesha, WI (Milwaukee, WI area) www.trainweb.org/bsg Roy Meissner: 262-538-4325 - rmeissner@wi.rr.com

May 3-5 2013: Spring S Spree, Quaker Square Inn, Akron, OH. www.quaker-square.com. Contact: Mike Graham 216-398-9313 mograham@hotmail.com.

Bids open for NASG Annual Conventions 2013 and beyond. Contact Walt Jopke, 6611 Countryside Dr., Eden Prairie, MN 55346-2211. jopke@vic.com - 612-934-9183. Walt will pass on the convention info to the new chairman as soon as one is selected.

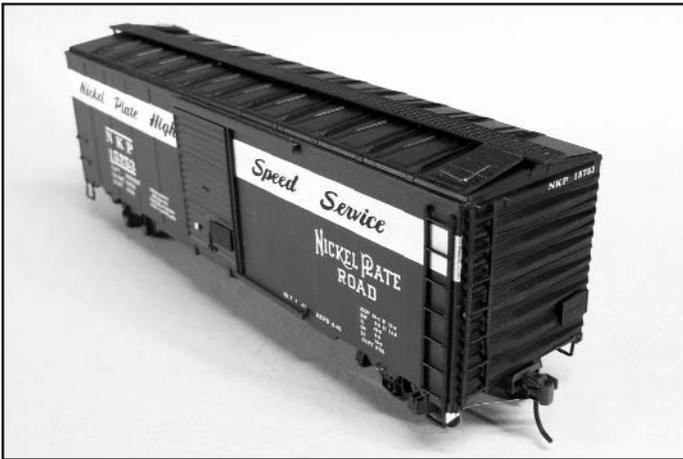
Scott Horner of Turnersville, NJ was at the recent S Spree in Dayton with tons of Plasticville. He also has a stock of other plastic structures from Littletown, Marx, etc. If you're looking for something throw him an email: spvhorner@msn.com

Adding Details to AM 40 foot Boxcars

by Edwin C. Kirstatter

What is the prototype for the American Models forty-foot boxcar. I do not know? It has some appearances of a Pullman-Standard PS-1 in the end ladders but the improved dreadnaught 4-3-1 ends are not a Pullman design. And the sill steps (stirrups) also are not the type Pullman used. Perhaps it is an American Car & Foundry Co. (AC&F) car? Many post-war 10' inside height cars used these ends.

The American Models kits have been around for many years now and are a good basic starter kit in S scale but it could stand some added details to bring it up closer to the details of kits or ready to run cars of present days production. The AM 40ft plug door cars are similar and could have same detailing except for the doors.



The first thing you notice missing are the **two grabirons** at the left end of sides. At least there are no cast-on grabs to be removed first. Holes need to be drilled in those standoffs to take whatever wires you are going to use to add these. Drill the holes near end of



car body at an angle so that your drill comes out inside and your wire can be bent over to hold the grab iron in place without glue. I am using .014" black iron wire that was used by the U-control model airplane flyers. It is very hard like music wire and very hard to cut with out damaging most wire cutters. I just break it by bending back and forth until it breaks. I have a spool of these two wires that will last me for years.

Real grabirons measure about 3/4" in diameter so in S scale I am a little oversize using this wire. The Tichy or Northeastern S Grabirons would be closer to scale to use as they measure .012". But I don't have to paint mine

Another hand grab missing is at end of car at bottom of sill at right of coupler. I mark for drilling just to left of the poling pocket and 18" to left of that for other hole. These grabs will have to be put in after under frame is in place. You can bend these also to avoid gluing. And another one is missing just above this located on the first dart above first Rolling Pin of these ends. This one starts near the edge of the side and covers that dart. This one is nearly in line with lower grab on side nearby.

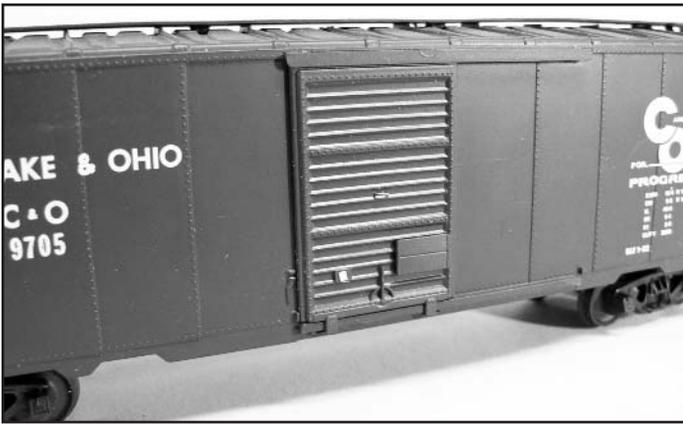
Now to the roof: Those corner safety appliances are missing from the running board end platforms. These will be 18" at each arm. Drill three holes for these, drill all the way through the roof also so that again you can bend wires over inside and not have to use glue.



Use Detail Associates #2222 Eye Bolts at corner to support that.

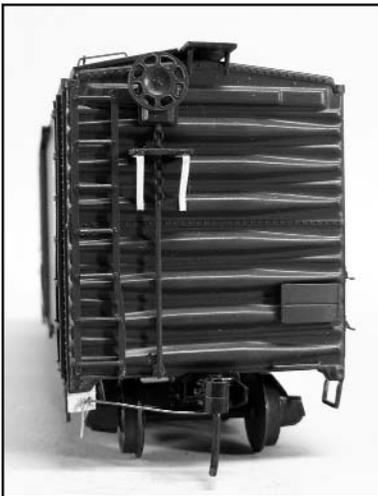
Lets go **back to the sides** of these cars and add handles on the doors so that your S scale men can open and close those doors. We need a handle about 6 inches wide at the middle of the door. Drill for your size of wire two holes then press fit in your hand bent handle. This will have to be glued then trimmed off inside if you still want to be able to move the doors.

You may want to relocate the large placard boards from new low position to the older higher locations. This will require you filling holes in doors and ends.



You could use the nubs off back of the boards cemented into holes and finish with modelers putty. Then cement boards high up on the doors and ends.

Some railroads had roping staples on the sills of their cars so that shippers or receivers could move the cars without a locomotive, they did need a winch or some kind of rubber-tired vehicle. These are usually on the sill tab at ends of the body bolsters or sometimes under sills nearby. These were pretty hefty loops so make these from .020" brass wire, it is easy to bend and cut. Form these using a round nose pliers. Drill holes for these then press into place, CA cement or



Epoxy glue could be used. When glue is set up file the inside smooth.

I added braces to the **brakeman platform** on the 'B' end made from Evergreen Scale Models #102 strip styrene .010"x .040" formed then cemented at two places. You could also add braces to the ends of the running boards using this same material, cut

to 1/4" length, bend ends about 3/64" so that they lay flat under

the running board ends and on car ends below then cement in place. Paint this white plastic to match your model. The cast on braces will still be there but you wont see them now, carve them off if you want to.

The **brake details** on these models are placed totally incorrect. It would be very hard to relocate the AB brake parts supplied as the brake control valve is cast as part of the under frame. It wouldn't be worth the effort as much finer brake sets are available from Grandt Line as their #4057 Westinghouse AB Brake set that includes all the parts you need made of plastic. Also you might scrounge parts from Pacific Rail Shops boxcar or reefer kits. For metal parts look to Ye Olde

Huff n Puff #2518 AB set. But if you don't want to

go to this extra expense cut the AB valve out of under frame with a Jewelers saw and relocate it to other

side where the reservoirs are and then put reservoirs over top of cutout you made to remove the valve.

Now relocate the brake cylinder to opposite side and place it on a block of plastic near the center sill.

If you are going to pipe your model drill all holes for them before cementing parts in place. I use .020" brass wire for these so drill holes #76.

More details that you could add at this time are the four corner braces to the under frame. Make these from Evergreen Scale Models #262 .080" styrene channel cut to fit then cemented in place from corners at ends to under the truck bolsters.

If you are going to add the Grant Line brake details you can also add the retainer valve to the 'B' end as that part is in the set. Cement part 'j' next to brake wheel then run a .008" brass wire down to underbody. It could go all the way to the center hole of the AB valve. It would be best to do this pipe first before adding all of those other pipes and rods to the under frame.

The **brake wheel and its gearbox** are generic but they resemble a Universal companies type of pressed steel wheel and gearbox. They could be replaced with parts included with the Grant Line brake set along with the chain and staff below. This is an Ajax type of power hand brake. The brake staff was missing



from the NKP kit, I fabricated one from .025" brass wire and added brass chain too.

Mounting the Kadee #802 or 808 couplers is not too difficult except that spots are not marked to drill two #58 holes to mount the draft gear box. The short screws Kadee furnishes are just right to use to hold them in place. Do not use the center hole AM put there for their dummy couplers! I put a short piece of Plastruct # 90858 .060" styrene round rod inside of the centering spring to eliminate some of the slack action you get with these couplers. Then I blacken the Trip Pins with a chemical metal blackener like gun Bluing. I also blackened the axles of the trucks if they are not already black or a rusty color. Real car wheels and axles were not painted. They just became rusty and accumulated oil thrown out from the bearings and dirt kicked up from the track. Only the rims would be bright and shiny from wear of the rails.

Now about the last thing you would want to add are coupler cut levers, this isn't too hard to do. I am modeling the rotary bottom operating type that was used with the AAR type 'D' and 'E' couplers. First start by adding mounting pads below and behind to poling pocket at left side, use some styrene sheet .020" thick cut 3/16"x 5/16" with a notch 1/16"x 3/16" so that it fits out to sides and in front of sill step on that side. Cement this behind then drill a #80 hole for a Detail Associates #2206 Eye Bolt as the pivot point for the cut lever, cement this in place. This could also be made from .005" brass sheet of about the same size but on this bend up a lip on right side and drill a hole in it to let the cut lever pass through. Now bend from .016" brass wire cut levers, bend a loop at one end to fit around one of the Kadee mounting screws, then go forward to near the Trip Pin, bend to left and go through the eyebolt then down towards ground and cut it off one foot below. You will have to notch the under frame at those corners to get frame back into body. Of course they don't work but they will look nice and add to the cars details.

One more little thing you could add are Defect Card Receptacles, these were used by some railroads in lieu of an additional tack board to place an inspectors report of defects he found that needed repaired. You can make this from a piece of Evergreen Scale Models #220 .035" Styrene Rod cut to 12" in S scale. It is to be placed on the side of the cars not more than 5ft 6 inches above rail and near car number on right side of car. There were optional sites to mount these on under frame on this right side near B end. Many cars might have had these but just out of sight.

Now you may paint all of these parts you added the color of the car body. The under frames of most cars were coated with car cement, which is a black asphaltum compound. Some metal parts you may only

want to blacken with a chemical like gun Bluing. The running boards are modeled after metal ones, they could be painted a color representing the galvanized coating given to them.

A completed model weighs 5 3/4 ounces, which is right on the NMRA Recommended Practice of weight for a car of this length. The metal plate supplied with this kit was used concealed between the two under frame pieces, this model would be too light without it. The American Models sill steps are easily bent and broken while working on the model, it would be best to put these on last. Check the wheel gauge with the NASG standards gauge, they some times are out just a little.

After all paint has been touched up I put a small piece of paper on the small routing board on the doors to represent the destination cards the yard clerks tacked on the cars to tell the switching crews where to move the cars.

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- *AAR Code of Rules for Interchange of Traffic,* January 1, 1955.
- *United States Safety Appliances,* issued by AAR revised January 1, 1950.

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