



The

A Publication Of, By and For The Members

DISPATCH

July / August 2022



- Tribute to Tom Hess
- News from the North
- 1890 Bridge Upgrade Inspires a Model
- S Show Wrap-ups



Plus
NASG CONVENTION
"Buffalo Can Am"



MANIFEST

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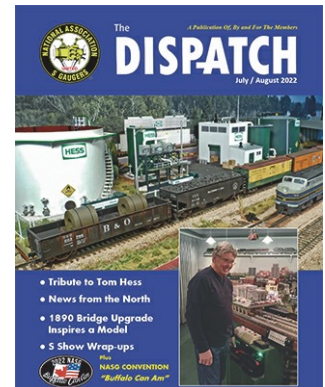


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The COVER

Starting on page 16, the Southeastern Michigan S Gaugers pay tribute to their friend, Tom Hess, who died in April, 2021. On the cover is a shot of Tom at the controls of his former hi-rail layout, a popular place to visit for more than 23 years. The main photo shows the large Hess Oil facility that Tom created for the SMSG display layout. The SMSG layout and Tom's modeling will be on display at the NASG National Convention in August.



Main photo by Brooks Stover, smaller photo courtesy of Tom's family.

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



Will Holt Resigns

It is with many regrets that I announce my resignation as President of the National Association of S Gaugers, Incorporated.

Several personal factors led to this decision. Our family relocation from the Chicago area to Jacksonville, North Carolina is a major consideration. This would limit my flexibility to represent the NASG.

I have been honored to serve each and every one of you. It is my hope that S and the NASG will grow in the future.

Kind regards,
Will Holt

Intent of the NASG

I have been following the announcements about Will Holt resigning and the altered directions adopted by the rest of the Board of Trustees.

And I can tell you, as a founder of the NASG, that I am looking forward to re-emphasizing the original intent of the NASG, which was to promote S scale and to bring more product to the marketplace so as to reinforce promotion.

I have long pushed for separation of hirail promotion from "scale" (NMRA-compatible) promotion, but to no avail. While I truly enjoy our fraternal mix of AF, hirail, and scale hobbyists, intermixing the diverse incompatible rail sizes, wheel dimensions, and couplers in a single set of promotional materials and advertisements is a turn-off to potential converts and therefore self-defeating for the NASG. I am willing to review and re-edit the NASG's promo materials to separate them out

into packages designed to appeal to three separate sources of possible converts.

Dick Karnes
NASG Member No. 95L0001W

Congratulations

Congratulations on assuming the editorship of *The Dispatch*. Count me among the many looking for great things going forward.

Some fresh air and new ideas are blowing through the NASG, and the first of these can be found on the inside front cover of the *May Railroad Model Craftsman*. The new NASG promotional ads are much more contemporary and focused than what went before. In that regard, I'd like to acknowledge the mighty efforts of well-known modeler Brooks Stover, along with those of Brian Jackson and the rest of the Board of Trustees.

Brooks has been the driving force behind freshening up those ads, as well as designing future promotional materials to shine the light on S as a legitimate scale modeling medium... one worthy of seeking out by those practicing the hobby in other scales. Kudos to the BOT for embracing Brooks' enthusiasm and design concepts. Onward!

Jim Martin
Port Colborne, Ontario.

Pop Valve is a forum for dialog between NASG members. You may Email comments to: dispatch@nasg.org or send to: Dan Dawdy
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Official publication of the National Association of S Gaugers. The DISPATCH – ISSN10457178 is published bi-monthly by NASG, INC

The NASG is a 501(c) 3 Educational non-profit corporation

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Subscription Rate

1-year \$30.00 includes membership in the NASG. Payable in US funds. Postage paid at Pontiac, IL. DISPATCH is printed in the USA and mailed in the issue month.

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From the YARD OFFICE

President's Report

Welcome to summer! For many of us, one of the highlights of the season is attending the annual NASG convention in a new part of the country, or at least one we haven't been to in quite a while. After a two-year hiatus thanks to the pandemic, this year's gathering will be all the more appreciated. For those of you who have never attended a national convention, I encourage you to make this your first!

The first few days of an NASG convention feature tours to a variety of railroad and non-rail sites in the area of the convention. You can check the specifics for this summer on the convention website, linked from the NASG website. With the decline of local hobby shops (and S being rarely in stock), a major highlight for most attendees is the trading room, the world's biggest S scale hobby shop for two days!

There's a tremendous variety of additional activities: the official NASG model contest, where you can admire the creations of others and show off your own; clinics on prototype trains, modeling, and non-rail topics; the annual membership meeting; and the awards banquet which concludes with an entertaining auction. Don't forget the self-guiding layout tours on Sunday!

Finally, I'd like to point out the "family reunion" aspect of the NASG conventions. There are so many repeat attendees that, once you've been to one, you'll never be alone at a future convention. I've developed friends that I only see in person every year or two or three at the show. And every convention offers the opportunity to meet new people with whom to share and enjoy modeling techniques, prototype information, unique AF repair tips, ideas for cross-scale conversions, and so on.

You'll note that, starting with this issue, the regional-vice presidents will take

turns writing a column for *The Dispatch*. This way you'll both get to meet them and see what issues they are tackling. They will also be hosting an open house at the convention, and I encourage you to come and meet them in person.

Happy modeling!

R. James Whipple
Executive Vice-President and Acting
President of NASG

VP Report

Communication is Key NASG Regional Vice Presidents

As the 2022 NASG BOT (Board of Trustees) continues to unfurl its sails and take to the wind, it is paramount that all members be kept abreast of these changes and feel free to voice their opinions. The three regional VPs are your conduit to provide feedback, express interest in getting involved, or resolve issues you may encounter. This is your NASG, so please speak out so that we can best represent you in all matters!

At the 2022 NASG Buffalo CanAm National Convention, the entirety of the BOT will be present. Not only has this historically been the time to conclude the business of the fiscal year that ends in June, it is also a time to gather together at the Annual General Meeting. Here you'll be provided with all the updates of the past year and a vision as to what's coming next.

As part of an expanded convention agenda, a special "Meet Your VP" event will be held on Friday evening. This is an ideal opportunity to meet your regional VP prior to the Annual General Meeting on Saturday. Additionally, this social event will be beneficial to new members to become acquainted with others within their region. Come join us and share your thoughts.

While *The Dispatch* has been and will continue to be an important mouthpiece of the NASG, other mediums are gaining momentum. The NASG website is a wealth of information, and includes NASG specific news within the main News page. Emails are also an effective means of communication, which have recently been utilized to provide key announcements. It is important to note that not all NASG members include emails within their member profile, though we encourage you to do so. As a reminder, you may choose not to show your email to other members on your Data Sharing Permissions located within your Profile inside the "Members Only" portal of the website.

Also within the "Members Only" area, you'll find updates to the BOT official meeting notes. Transparency is something the current BOT is committed to providing so members can keep aligned with the actions of the BOT.

We can all agree that communications is key for the success of the NASG. While the BOT increases its level of outreach, please also reciprocate to extract the most benefit out of being an active member of the NASG. We look forward to hearing from you!

Jim Whipple	exec_vp@nasg.org
Andy Malette	secretary@nasg.org
Mike Ferraro	treasurer@nasg.org
Darby Marriott	eastern_vp@nasg.org
Brian Jackson	central_vp@nasg.org
Peter Gehret	western_vp@nasg.org

NASG BOT Meeting, Friday, May 6, 2022

Call to order: Acting President Jim Whipple called the meeting at 8:35 pm EDT.

Members Present: Jim Whipple, Executive Vice President; Andrew Malette, Secretary; Darby Marriott, Eastern/North Eastern Vice President;

Brian Jackson, Central/South Eastern Vice President; Peter Gehret, Western Vice President. Michael Ferraro, Treasurer; John Myers, Convention Chairman.

Minutes from the last four meetings and emails are to be approved online.

A report from John Myers indicated that there was no interest in the 2023 Convention. Our past president said that conventions should not be one-man shows so nixed the idea of anyone doing one solo.

Mr. Zieska and his Minnesota club were scheduled for 2023 but felt that the guidelines were beyond what he could do. The group wanted the NASG to cover finances and organization.

A discussion took place about the problems and issues that go into a convention. One of the problems is the manual is quite daunting to the prospective hosts for a convention.

The Minnesota fellows will be approached again with the offer of financial assistance.

Presently, the number of clubs who are able to put on a convention is unknown.

The fellows who put on Spring Spree and the Fall S Fest may be considered.

It was suggested that there be a rotation of the Fall S Fest and the Spring Spree with the NASG Convention.

Conventions should be planned 3 to 4 years in advance.

It was suggested that there be an automated standard system for conventions being developed. There would be centralized programs that would do registration etc. Peter Vanvliet has been very helpful developing this. There would be a level of oversight that would help any people new to putting on conventions.

We could take on registrations for possible convention hosts.

A letter to the BOT by former president Bill Winans regarding conventions was discussed and some things were considered.

It was suggested we piggyback onto the Fall S Fest and the Spring Spree in a rotational basis.

If we centralize registration and funding, we could set up a package that we could distribute to hotels etc.

The constitution could be amended to lift the restriction of the dates; however, the idea of having it during the summer holidays allows for people to plan their vacation around it.

We could ask the Minnesota group again with handling registration and the funding, but if not, we could approach the Fall S Fest for 2023.

We need to address the fact that the NASG has insurance to cover the national convention. Local clubs are not legally part of the NASG.

We can give a technological package that will help any prospective conventions.

One member queried whether an article that was published in *The Dispatch* had copyright issues.

Brian moved that we accept the Bob Hogan cover for the RMC Ad for August and the Craig Wright cover for the September ad.

It was seconded. All were in favor.

There was a discussion about the blanket emails and how we could inform the members about them.

June 8 is when the first *Dispatch* issue having the new editor, Dan Dawdy, will be submitted to us for approval.

Andy moved we adjourned the meeting.

It was seconded and passed.

The meeting ended 11:02 pm EDT.

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Adirondack Car & Foundry:

www.adirondackcarfoundry.square.site
Lists a 23-ton industrial switcher which is an etched brass kit for \$499. DCC and sound installed. They also might be 3-D printing the Sergent couplers.



Central & Western Homaroad Supply:

www.cwhomaroad.com
They list 8 foot bundles (6 strips 32" long) of S roadbed with 30 or 45 degree bevels. \$11 for a straights. Switch blocks vary from \$9.50 to \$10.50. The roadbed comes in various thickness.



Cornfield Customs: Has a 3-D printed EMD SW 1500 switcher body for \$150.00. No grabs or power chassis. Email only – see NASG website.



Model by Tony Dixon

Dave's Twacks and Twains:

www.davestnt.com – now has updated lists of former SHS parts. They do list some Industrial Rail cabooses for \$10 – These are 3/16th scale, Santa Fe prototype.

Inter Action Hobbies:

www.interactionhobbies.com
Shows some 3-D printed accessories including vending machines (2 for \$10.95, ice machines (\$10.99 ea.), telephone booths (2 for \$12.49)

Pre-Size Model Specialties



Pre-Size Model Specialties:

www.pre-size.com
The company announces the availability of the 64' centerbeam bulkhead flat car with opera windows. This kit consists of high-quality cast-resin body parts with tabs and notches for easy assembly. Separate brake parts, wire grab irons, stirrups, etched brake



platforms, and a lead weight are included. Trucks and couplers are not included. Decals for the British Columbia, Burlington Northern, Milwaukee Road, TTX, or Union Pacific are included. Update: due to supply-chain issues, the original production run has already sold out, and the next run of kits are delayed for a few weeks; contact the company for specifics.

Leadville Designs:

www.leadvilledesigns.com They have 2 new Sn3 car kits. One is a 28' combo boxcar kit for \$64.95 and one is a D&RGW 3000 car for \$64.95. Kits are laser cut wood, etched brass and some plastic.



Portland Locomotive Works:

www.portlandlocomotiveworks.com
Gary Kohler announces that he is producing the Sn2 version of the Bridgton & Saco River Railroad tank car #14/21. The kit's price is \$55 each, which goes up after release (the price was updated based on how the kit is actually being manufactured).

Larkspur:

www.larkspur.com
They list some S scale brick and stone sheets at 6-1/8" x 12" with prices varying from \$15.99 to \$20.99.

Although COVID is still with us, we seem to be slowly returning to something resembling normalcy. Train shows are becoming as frequent as they were pre-pandemic and face-to-face club activities are certainly increasing. Spring has sprung so run what you bring! (Scale, of course). Here's what we've heard for this issue:

The ancient and honorable **Bristol S-Gaugers** sent in a report via **Doug Peck**. Here's what Doug had to say:

“**The Bristol S-Gaugers** held their January meeting at the home of long-time member **Paul Riley** where we were able to view operation on Paul's very large multi-level benchwork simulating the Rutland Railroad, perhaps for the final time, as Paul is planning to dismantle the layout in the near future. Paul also had some surplus equipment for sale and for free. Prior to the formal meeting, Paul showed a video of several Bristol Club layouts from days-long-gone-by..... very interesting club history. At the meeting, we welcomed our newest member, **Leo Liias**, a long-time Flyer operator, and a retired cabinet-maker. (Gee.... think we can find any use for his talents?) Our February meeting was hosted by **John Korajczyk**, where there was considerable follow-up discussion about the experiences at the huge West Springfield Railway show. We were especially appreciative of the help we received all three days from members of the **Connecticut S-Gaugers**, and the local **Pioneer Valley Railway** club, especially since blizzard conditions in eastern Massachusetts prevented many of our own members from attending. And in March, we met at the home of **Bobbie Stead** in southern NH, where she had spread out for sale all the engines, rolling stock, and detail features from the layout she and her late husband and club member Ed had built. About 20 members present appreciated this opportunity, and nobody went home empty-handed (or hungry)! At the meeting, plans were finalized for layout operation at the upcoming Greenberg

Show. Dates for the Spring meetings, and June club picnic were also finalized, and a Nominating Committee was named for the upcoming election of officers.”

Great report, Doug, and thanks!

The South Jersey S-Gaugers were, at the end of winter, still meeting virtually by Zoom. Virtual presentations were made by Jim Oliver, who very cleverly modified a Polar Express baggage car with an AF mail car mechanism which looks good and works as well as the original; **Hal Farlow**, who has restored a #4613 AF passenger set; **Frank Fusco** built up a bumper track using SHS track and a modified, permanently installed AF bumper with LED bulb; and **Michael McConnell** talked about his plans to repaint and redecals a Divco milk truck. The newsletter had a great article on restoration of a local steam locomotive that is intended to pull revenue freight!

The Baltimore Area American Flyer Club missed a meeting because the host became stuck in Florida with a broken boat (!) so the meeting was delayed for a few weeks. Meanwhile, the club is ruminating over several issues such as whether or not to have the annual club picnic at Leakin Park and whether or not to participate in some future train shows. The turnout at the Great Scale show was good and the show went well. **President Sharon Russell** also reports that **Bill Paul** has been busy getting accessories new to the layout up and running so there will be action and flashing lights!

We have recently heard from a club new to the column! **The North Florida Division of the Atlantic Coast S Gaugers** sent in some news via correspondent **Larry Shugart**. They met at Larry's Barn. The theme for the meeting was “Santa Fe All the Way” with Warbonnets everywhere on Larry's layout. Larry had an ABBA and 16 car lashup, and at one point there were five different Warbonnet trains in operation,

each from a different decade! There were custom painted RPO, full dome vista, baggage, and dining cars to ogle. Your scribe would have liked to see all of that! The club is already on the docket for the TCA show in Orlando in November so their layout will be “up on the stage” as usual.

The North Penn S Gaugers have sent in a report again – nice to hear from them after a fairly long hiatus. Looks like they are back in action (good) with several events planned for the club layout. It also looks like they are planning on installing a lift bridge since they were asking for volunteer constructors!

We also heard from the **Pittsburgh S Gaugers** again. We have had a communication problem which has been solved – as a result we are catching up with some older and some newer news. The main topic has been the preparation for the 2022 Spring S Spree which they are hosting. The Spree will have been completed by the time you read this; from the good planning going on, it is certain that will put on a good show with a nice commemorative car. The club is also making a presentation to the children in a local elementary school about the importance of railroads to our country, both historically and now. They were given this opportunity while in the throes of Spree planning, but are going ahead with it because it is important. Good wisdom, I say.

The Cuyahoga Valley S Gauge Association (Cleveland area) report that they did reasonably well with the Snow Dogs show and their layouts ran well at both the Mt. Hope and Kirtland shows (those back-to-back events that are so hard on everybody). **President Jim Futules** made a comment regarding the scenery on the layout that made your scribe feel sad: He said that since we no longer have circuses, the circus scene on the layout is no longer relevant and should be replaced by something else, perhaps a Plasticville town. Sad indeed. On a brighter note, the club is already

planning the 2024 Spring Spree, which they will be hosting!

The Miami Valley S Gaugers (Dayton area) had a table at the Springfield Show which promoted both the club and S gauge in general. Several members were in attendance, some of which were vendors, and they report that the show felt like old times with lots of S and lots of people. It shows that people across the land want to get out and do things once again! Later a meeting was held at **Mike Mitter's** home. Mike's layout is quite large, capable of running 50 car trains and multiple simultaneous trains. It is highly detailed – for instance, the turntable pit wall is rough-looking stone with a concrete or granite cap! Very cool!

The Central Ohio S Gaugers (Columbus area) by the time you read this will have had their first in-person meeting in a long time! They met at member Fr. Ed Nowak's rectory where he was pleased to show his American Flyer display. He also set up a small layout of track in the meeting room so others could run locomotives. The club had their layout at the Mt. Hope train show (as did Cuyahoga) and all went well. The club reports that there were 3000 in attendance at the show.

The Central Ohio S Gaugers – Northern Division (Toledo area) met at **Roger Jensen's** and **Mike Kowalec's** homes for the usual great conversation (about trains), show-and-tell, and running trains on their respective layouts. But prior to that, the club was invited to an open house for the 50th wedding anniversary of **Audrey and Tony Palumbo**. Congratulations! Lastly, they are starting to discuss plans for the Ladies' Day meeting at which they celebrate their better halves!

The Badgerland S Gaugers sent in a newsletter again. They have intended to move into the Gandy Dancers model railroad facility in Waukesha, but the pandemic and the horrible parade tragedy last November contributed to a long delay. The move is about to happen now and should be complete by the time you read this. The facility has a "Sixty foot" long HO layout that is a work in progress and, being open to the public, may help the club gain some new

members due to the increased exposure. Jeff Madden reported that finally there was a big train show locally, the long-time Mad City show, and it was well attended, but not many layouts.

The Chicagoland S Gaugers also sent in a newsletter, the first since the pandemic began. The big news (at least for yours truly) is that newsletter editor **Will Holt** is moving to North Carolina and thus leaving the editorship position. Thanks, Will for all the newsletters! Otherwise the club is alive and well and operating the layout at various shows in the area.

The Pines & Prairies S Scale Workshop (Twin Cities area) met at **Shane Lambert's** home again to operate Shane's layout and continue to work on it since it appears to be a major work-in-progress. And **David Jasper** is moving into MRIM (Midwest Railway Institute & Museum) finally and is requesting plenty of help doing so. Meanwhile the club has been planning a Fall S gauge event and now have a venue and some clinics lined up. Still waiting to get more details on that!

The Dallas-area Lone Star Flyer S Gaugers correspondent **Larry Yurcho** sent the following: "Following a very successful Winter Train Show in January, the DFW area Lone Star Flyers turned our attention to continuing our improvements to our 45 foot layout at our clubhouse in Hurst. **Scott Gore** and his crew of helpers, **Don Searles**, **Martin Tobey** and **Larry Yurcho** successfully installed the 3 new moving sidewalks in the downtown section of our layout, complete with moving persons going in and out of the buildings. It's amazing! There are also two trolley tracks and one vehicle track throughout the sections. Scenery is being added. Track access to the new turntable and three bay roundhouse is coming along well. These new features are "just across the tracks" from the new downtown area and will add a lot of new excitement to our layout. **Steven Curry** and **Dave Leidel** are the primary crew for this exciting new addition! The club has also negotiated a new three-year lease to retain our current clubhouse space, with some cost increase of course as the DFW rental rates are going up rapidly. Several of our members are

also planning to attend this year's massive train show in York, Pennsylvania and bring back lots of show and tell items, while secretly hiding them from prying eyes at home. The club is seeking new members and would welcome inquiries. Just email larry@cpa8447.com for more information. Hope everyone has a wonderful Summer." Thanks, Larry!

In the San Francisco Bay area, **The Golden Gate American Flyer Club** met again at **Bill Riechmann's** home but no report on the activities there. The club also has a standing Zoom meeting every month at which members discuss club business and always have a show-and-tell.

The Sacramento Valley American Flyer Club is coming back to life after the pandemic. We are planning a first meeting in 2.5 years in June! With the price of gas in California, and the long distances several of us have to drive, we are planning for a social gathering somewhere central – that is, a location between Davis and Folsom. We will report on that next time around!

On a sad note, president **Tom Schnur** of the **American Flyer S Gaugers of the St. Louis Area (AFSGSLA)** notified the Chicagoland club that **Moe Berk**, longtime leader of the St. Louis club, died after a long battle with cancer. Moe's motto was always "it's just for the fun of it!" and we should all keep that in mind. He would also probably say keep trackin'!



Yes, the NASG is on Facebook. Check us out and join in on the conversations. <https://www.facebook.com/groups/1762418507304796>

So Here's What I Do...

By Dick Karnes

Universal Trackage

I've been around for a long time. I went through the painful process of gradually converting from American Flyer to hirail to scale back in the 1950s-60s. Then, in 1975 or thereabouts, the NASG decided to depart from the existing NMRA scale standards by tightening guard rail flangeways and increasing the track gauge. (The NMRA eventually adopted the revised NASG standards after nearly a 20-year lag.)

Manufacturers gradually fell in line, and a lot of S scalers grudgingly re-laid all their track and converted their wheelsets to match the new standard.

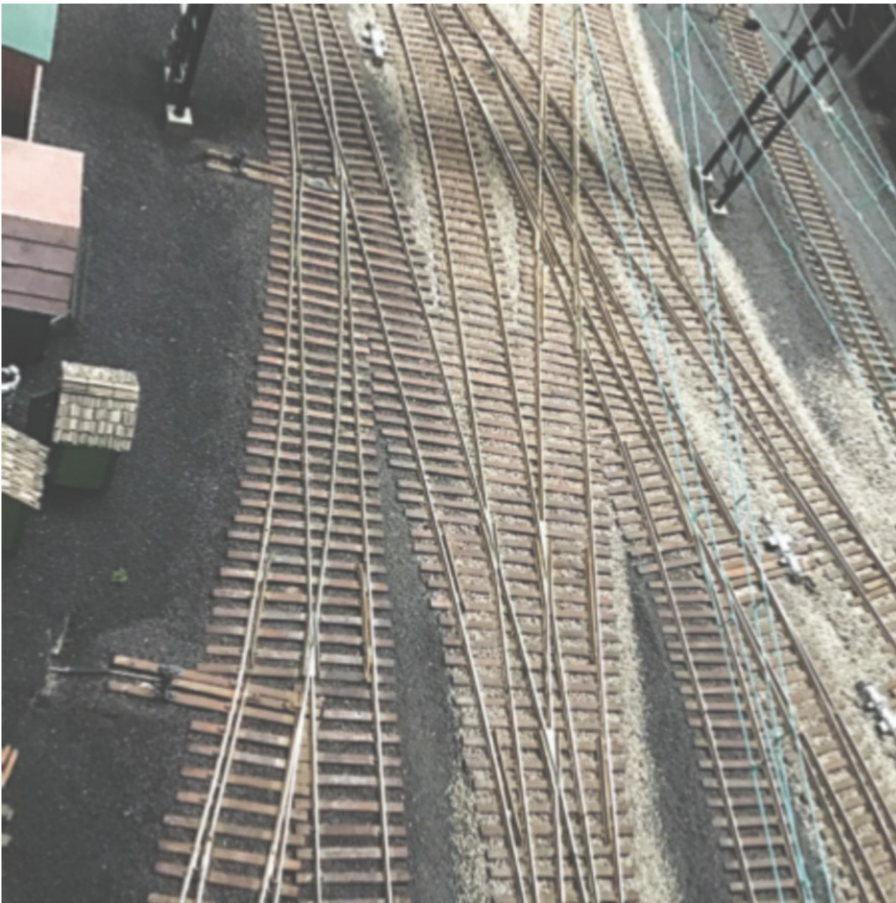
But I did NOT want to go through all that again! I had a lot of equipment by then, so I decided to stick with the "old" track standards while finding a way to run "new"-standard equipment on it.

The answer was to use my Dremel tool with an emery disk to taper my existing turnout frog points to a larger angle, thus widening the track gauge at the frog sufficiently such that the "new" NASG flangeway gauge fit between the modified frog point and the opposite stock rail. This modification was all I needed to prevent the "new"-standard wheelsets from picking the frog point when the opposite wheel was hard against its guard rail.

As for the rest of the track, no problem. "New"-standard wheelsets run just fine on the "old"-standard track. They don't mind a .008" tighter track gauge. And the "old"-standard wheelsets don't care about the modified frog points.

You're probably asking yourself "why do I care? I built my layout to the current standard, not the old one." But what if you have an opportunity to acquire some interesting trackage from an old modeler who has either downsized or passed on? Well, you can actually use his/her complex trackwork simply by getting out your Dremel and grinding the frog points enough to accept the flangeway size of your track gauge.

So line up! I'm 83 and won't live forever. When the time comes, feel free to come over and take parts of my layout, secure in the knowledge that all your stuff will run on all my trackwork. No grinding necessary!



This trackwork accommodates both the "old-standard" and "new-standard" S scale wheelsets. Simply chamfering the frog points eliminated the need to re-lay track AND change all wheelsets.



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We're Back

I am happy to report that the NASG web site column is returning. I will endeavor to write one for each issue, but either timing or space constraints may not always make that possible.

We have had many new members join the NASG since I had to stop writing this column in 2018, so allow me to briefly introduce myself. I have lived in Houston, Texas for over 40 years now. I started model railroading in N-scale in the mid-1970s. After the typical hiatus due to college, marriage, and the start of my computer software programming career, I returned to the hobby and N-scale in 1999. By 2008 I noticed that the road numbers on the N-scale cars were getting a bit harder to read, so I started exploring the idea of moving to a larger scale. HO-scale was never an option for me because it just doesn't look right to my eye. I've operated on plenty of HO-scale layouts, and even did some custom work for other modelers in HO, but it just wasn't a good fit for me, personally. I looked into O-scale (two-rail) and G-gauge (there are some fantastic G modelers in the Houston, Texas area), but, as I enjoy building structures, both of those would require more space than what I have available. So, I started digging into S-scale, and made the switch official in July 2008. I credit my "discovery" of S to the Houston S Gaugers club which had their portable layout set up at one of the local shows.

I have always had a personal web site up since January 1994, mostly covering my adventures in model railroading (<https://www.pmr.org/>). I enjoy writing how-to types of articles for my web site. Eventually, this led then-NASG VP Bill Winans and then-NASG Treasurer Jim Kindraka to propose to me the idea of me taking over the NASG web site, as it had been dormant for a while. In December 2011 I agreed. I redesigned the site in 2012, then did another major redesign in 2016 to better support online

ordering, and the last one in 2020 to support both tiny screens on cellphones and very large screens on desktop PCs. The web site is, of course, <https://www.nasg.org/>



QR Code. *If you open your smart phone camera and simply point at this code it will take you to the NASG Website.*

Purpose of the Web Site

Of course, the purpose of the web site is to provide you with all the information you may need or want to know about the NASG, Inc. itself. A very, very close second, however, is to provide all the information anyone might need about modeling in S-scale. The web site holds no bias whatsoever, so all flavors of modeling in S are supported, i.e. American Flyer (from after WWII), hi-rail, "scale", Sn3, Sn2, and Sn42. We also cover 1:64 vehicle and farm modeling.

How To Find Things on The Web Site

The NASG web site contains over 38,000 pages! So, when you go to the web site, please be patient and take your time looking around. The more you visit it, the more familiar you will become with it and the faster you will find things in the future. If it is related to S-scale modeling, it is on the web site! That's a bold claim, but I work daily toward that goal. The site is quite mature and flashed out, so it is rare that something

is missing (of course, I want to hear about it if something really is missing!). While I am the editor of the web site, there have been well over 200 individuals who have contributed data and/or photos over the years, so this is truly a community effort.

Part of the purpose of this column is to guide you through the web site. Sometimes the column will cover new features added to the site, planned changes, or focus on one specific area of the site. But, for this (returning) first column, consider this to be your overall guided tour. The web site can be viewed and enjoyed on a desktop PC (Windows and Mac), laptop, tablet, or smartphone. Your choice, but to view the more than 16,000 photos in all of their glory, I highly recommend as large of a screen as possible!

When you arrive at the web site, you will be greeted by an animated photo rotation. The photos in this rotation are updated as often as once a week, but that entirely depends on the quantity of submissions I receive. After you have enjoyed the photos, simply click (or tap on a mobile device) anywhere to dismiss that and go to the Welcome page. The Welcome page gives you more information about the photos on the home page's rotation, as well as helps you to get going on the web site.

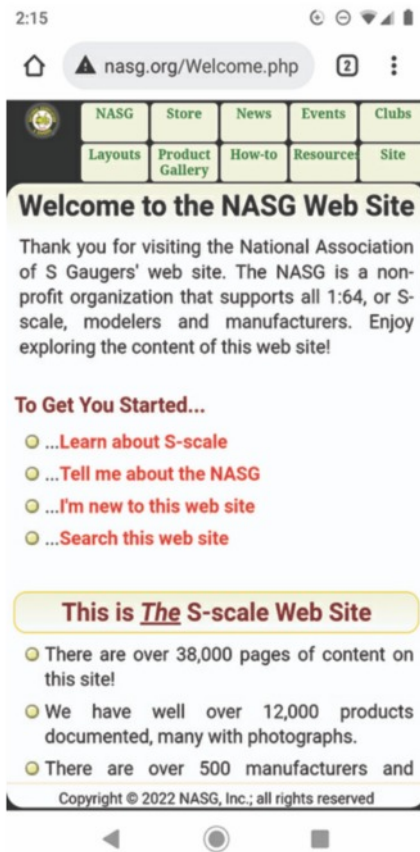
You will see a set of buttons on the left-hand side and another set of buttons on the right-hand side (in this column I will assume you are using a desktop or laptop computer; the same buttons are available on small-screened devices, but they may be laid out differently, e.g. along the top). These buttons are available on every single page, so you can quickly jump from one section to another at any time.

At a very high level, these buttons are grouped by what they will show you. If you are looking for anything related to modeling, products, or manufacturers, look to the buttons on the right. If it is anything related to people, look to the



Above: Website as it appears on a large tablet or PC.

Below: Website as it appears on a smart phone.



buttons on the left. I will briefly describe what is grouped behind each of the buttons.

“NASG” Button

In this section of the web site, you will find everything related to the NASG itself. This includes the following:

- Who is currently on the NASG's Board of Trustees, and runs the various committees.
- The history of the NASG and S-scale.
- How to join the NASG, or how to renew your membership.
- Information about this magazine, *The Dispatch*, all issues available in PDF format, and an article index for all of the issues.
- The NASG's Mobley Library and what it offers members.
- The NASG's Annual Awards given out at the annual Conventions.
- S-scale's Engineering Standards.
- Our various members-only car programs (overview and history only, not the sales thereof).
- The “Members Only” portal (content exclusive to active NASG members only).

“Store” Button

This section contains all of the items that the NASG has for sale. Some items are for sale to active NASG members only, and some are available to the general public. This is where you can go to see which NASG-sponsored freight cars are still available for sale, NASG merchandise (gauges, hats, shirts, pins, etc.), and to make a special one-time payment using PayPal, if so desired.

The NASG web site has a fully-integrated online shopping cart, which makes it easy to do things such as join or renew your membership, or buy any of the items mentioned above, or combine any of these to conveniently buy all items in one go. The transactions are safely and securely handled via PayPal. You can use your PayPal account or any of the common credit or debit cards to pay for your items. The NASG can also accept personal or business checks as well as money orders, so long as they are drawn against a U.S. bank. If you live outside of the U.S., we highly recommend going the PayPal route, though. For details about how we actually process your payment via PayPal, please look at my column in the May 2015 issue of *The Dispatch* (available via the NASG's web site).

“News” Button

I would highly recommend that you take a look at this section each time you visit the web site in general. This is where everything up to the latest news of anything related to S is covered. When you get to the News main page, you will see a lot of choices there. You will see a date next to each of the links on the page that indicates when that page was last updated. If you visit the web site at least once a month or more often than that, click on the “All Recent Entries” link, to see what is new in the past 30 or so days.

All of the other links on that main page are to categorized listings of news entries. Each of these will show an entry for up to one year. This is to accommodate those who don't visit the web site very often, or people new to the web site, or if you only want to see things of interest and not mixed in with a bunch of things not of interest to you.

Even though items will “fall off” this listing after a year, things such as a new freight car will be permanently available for viewing in the “Product Gallery” section of the web site.

“Events” Button

This section of the web site covers all known events that have something to do with “S”. There are tons of train shows being held all over the world. I prefer to only list those that have something specifically related to “S” in them, so if any of these restrictions are met, the event will be listed:

- It's main focus is S modeling (e.g. NASG Convention, Sn3 Symposium, etc.).
- It is sponsored by an S club or manufacturer.
- One or more S clubs or individuals will have their portable layout there.
- One or more of the major S manufacturers are going to have a presence there.
- A group of S modelers are planning on meeting at the event (e.g. Railway Prototype Meets).
- It is the annual NMRA Convention (as this is the main model railroading show on the planet).

“Clubs” Button

We have a complete and up-to-date listing of all of the known S clubs, world-wide. You can browse clubs by region or by name. This might be helpful if you are planning on visiting a particular region or you are looking to move there. Where available, we have photos, or links to photo albums and/or videos, of the clubs' layouts.

This section also lists all known permanent displays that feature S layouts (e.g. museums).

The page also has links to information about what services the NASG provides for S clubs, most of which are free for the asking. We want to help you promote our favorite scale and our organization.

“Layouts” Button

Here we endeavour to list literally all known S layouts. The information shown here is gathered from publicly available sources and/or information that the layout owner has volunteered. Since layouts can continue to inspire others, even now-demolished layouts are covered here as well. So, spend some time browsing here to get inspired, look for creative solutions, and see what all is being done in S. There are many photos, and lots of links to external web sites and videos available for you to dig deeper. Note that we are always updating these pages, so we welcome new photos. In addition to finished-scenes photos, under-construction photos are absolutely welcome, as others may enjoy learning how you solved a particular problem on your layout or designed and constructed it. A number of entries also have track plans.

There is a link on that page to a form that you can fill out online and send to me to have your layout added to the listing. You may also use e-mail to send me the information and to send photos.

“Product Gallery” Button

Here we endeavour to quite literally list every S-scale product ever made (disclaimer: within reason). Including

A.F., scale, Sn3, Sn2, and Sn42 models.

We currently have a listing of these:

- Locomotives (complete)
- Rolling stock (freight, passenger cars, cabooses, MOW cars; very complete)
- Structures (mostly complete)
- Track components (complete)
- Vehicles (incomplete)
- Figures (incomplete)
- Airplanes & helicopters (complete)
- Boats & ships (complete)
- Freight car loads (mostly complete)
- Couplers (mostly complete)

We are not planning on documenting scenery or structure detailing parts or decals; there are just way too many of them. Also, the purpose of this section is to help you find something that you need but may no longer be in production with the manufacturer (or the manufacturer is no longer around). Armed with the knowledge that the item exists, you can then search the secondary market to see if someone is willing to sell it to you. Of course, if the item is still actively sold by the manufacturer, the entry will have a link to their web site. Most entries have at least one photo associated with them, and a number of them even have embedded videos showing the model in action.

If someone tells you that they don't model in S because “nothing is available”, please kindly direct them to this section of our web site to help dispel that myth.

The “Product Gallery” section contains several other topics. These include:

- Notes, diagrams, and historical information about cars or engines.
- Kit instructions (an effort underway with the help of the NASG Mobley Library)
- Detailed history of many of the manufacturers that make, or have made, S products.

“How-to” Button

First off, this section is more or less a catch-all for all the information that doesn't belong to the other sections of the web site, but it predominantly covers how to do certain things specifically in S-scale. If you are switching scales to S

or are considering changes gauges, or wanting to add these, there are topics on what you may need to know about track, couplers, wheels, etc. Modular modeling is also covered in this section of the web site. These include the NASG's S-MOD standard, Free-mo, and T-Trak.

Certain modeling genres are covered as well, such as farm, heavy-electric, interurban, and vehicle modeling. Technology is also covered, such as DCC and the growing adoption of battery-powered locomotives. Finally, there are many photos and articles about collecting, displaying, kitbashing, and scratchbuilding in S.

“Resources” Button

If you are looking for anything available today, this is the section of the web site that you want to visit. All known manufacturers and vendors that carry one or more S products are listed here. Currently that is over 500!

This section of the web site also contains a listing of all known books, catalogs, and magazines that cover or include S. Finally, there are listings of external links to other organizations that cover S, and to all the main S mailing lists, discussion forums, and Facebook groups.

“Site” Button

The last button on the web site covers everything related to this web site itself. There is information there about how to contact me and how to get content or photos to me. There are short articles there about how to navigate the web site, and how to stay up-to-date with what is new. The “Site Map” link on that page gives you a listing of all the pages on the web site, either sorted by page title or by the last date a page was modified. This listing does not include the Product Gallery pages, as there are thousands of those.

If you prefer to do a keyword search into the content of the NASG's web site, there are two ways that you can access the recommended method for doing so. On the “Welcome” page there is a link, called “...Search this web site”, and on

the "Site" button's page there is a link called "How to Search This Site". Both lead you to the same page, where you will find a field wherein you can type one or more keywords for which you want to search. This search only searches this web site, not the general

Web. In addition to searching the page content of the web site, this search feature also searches all of the PDF files that are on our web site, so that includes all of *The Dispatch* issues!

I hope that you find this introduction helpful in your efforts in modeling in S. I update the web site on a nearly daily basis, so it is constantly improving and growing. If you have any questions, comments, or suggestions for future columns, please contact me at webmaster@nasg.org.

NASG New Members

January 1, 2022 to February 28, 2022

Torby W. Barker	Maggie Valley, North Carolina
James T. Bender	Bridgeport, Connecticut
Greg Beyler	Bath, New York
Capers Bull	Cameron, South Carolina
Collier, Daniel J	Elizabethtown, Pennsylvania
Patrick Cooley	Pasco, Washington
Wyatt Daley	Des Moines, Iowa
Gerald Farrell	Harleysville, Pennsylvania
Richard Germain	Atlantic Beach, North Carolina
AJ Hackmeyer	Tallahassee, Florida
Craig A. Harding	Elkhart, Texas
Bruce Harger	Troy, Missouri
Frederick J. Hellmig	The Villages, Florida
Michael K. Hennessy	Hanover, Pennsylvania
Paul M. Hoecker	The Villages, Florida
Joe Hohmann	Media, Pennsylvania
Henry E. Hook	Oxford, Connecticut
Jack F. Kelly	Byfield, Massachusetts
Ronald H. McLeran	Wichita, Kansas
Chris Monje	Vergennes, Vermont
Terry Pond	Tillsonburg, Ontario, Canada
Lois J. Ponton	Virginia Beach, Virginia
Anthony J. Salvate	Greenwich, Connecticut
Col. John Correia Silvia	Williams, Arizona
James E. Sloane	Iron River, Wisconsin
Peter F. Solotruk	Stroudsburg, Pennsylvania
Mike Swords	Ellensburg, Washington
Robin Talukdar	Beamsville, Ontario, Canada
Paul Wachowicz	North Tonawanda, New York

March 1, 2022 to April 30, 2022

Mike Buturla	Voluntown, Connecticut
Ugo Checchi	Alstead, New Hampshire
Rodney Durrance	Winter Haven, Florida
Connor M. Gehle	Rockford, Ohio
Paul Galizia	Hilton Head, South Carolina
Glynn Hair	Greenville, Mississippi
David O. Held	Imlay City, Michigan
Leonard Kosloski	Shelby Twp, Michigan
Steve Marquess	Bentonville, Arkansas
Jim Marski	Pine, Colorado
William E. Moore	Minersville, Pennsylvania
Brian Mullins	Mount Carmel, Pennsylvania
Don Rosa	Placerville, California
Jason E. Sandberg	Decatur, Illinois
Mike Sander	Rockledge, Pennsylvania
Larry Schliessmann	Murrells Inlet, South Carolina
Robert M. South	Latrobe, Pennsylvania
Gerhard Otto Stegemann	Whitewater, Wisconsin
Dale Sutor	Lisle, Illinois
John H. Trefry	Melbourne Beach, Florida
Jerry Valasek	Omaha, Nebraska
Raymond Wong	Whitestone, New York
Craig T. Wright	Fitchburg, Wisconsin

Deceased Members

Howard Sheffield	Fort Bragg, California
Ronald E. Wells	Montclair, California



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Hoarding for the Apocalypse

We are coming out of a strange couple of years...no train shows for us and our wallets to visit; only limited visits to hobby shops; and a big spike in online shopping for the things we needed. I am not an enthusiastic online shopper. I like to be able to see and touch what I am buying. I like to spend my dough with local merchants and not some megalith at the end of a "purchase now" key stroke. That's not to say I haven't hobby-shopped online, but most of my recent work has been made possible by deep diving into the stash of stuff that I have accumulated over the past decades.

Hobby hoarding comes about from the well-intentioned practice of never leaving a hobby shop without purchasing something, no matter how small. And it's mostly the small stuff that has sustained me over the past couple of years. Boxes and parts drawers have yielded interesting little models and detail items I was always going to get to someday. Well, that someday was Covid. I have used my hobby isolation to upgrade some of my more modest bits of rolling stock with underbody brake details and Canadian-style 8-rung ladders. Where did I go to get them? To that parts stash in the basement where they have been sitting for years. Likewise for the little figures and bits and bobs that bring a layout to life. A

good many have now been painted and placed strategically. This Amish family on their way to town is among my most recent projects. If you live in a province or state with a visible Amish population, this is another way to add some local context to your modeling.



Many years ago, when Imagine That Laser Art (ITLA) was just introducing its excellent line of products, it also produced some 1:64 items for us S scalers...among them a horse drawn milk delivery wagon. I picked one up thinking some day it would make an excellent representation of an Amish buggy. A few years after that I picked up a ten-dollar poly bag of Billy V pioneer figures at a Hobby Lobby store.

If you ever come across this product grab it. At 1:72 it's close enough to our scale, and the sculpting on the figures is excellently rendered. The period garb, especially on the male figures, also nicely passes for mid-20th century work clothing. Along with the 31 human figures are two wagons and much livestock. I also determined that the pioneer figures would pass nicely for Amish citizens. The amalgam of products pictured here has the ITLA wagon hitched to one of the horses from the Billy V package and a man, woman and child, also Billy V. If a rural area on your layout needs a little something extra to help make it pop, this might be a way to go. The wagon is no longer made but keep an eye peeled for something equally suitable.

Visiting Canada

A reminder once again that if you are visiting the NASG CanAm convention in Buffalo this summer, try to plan an extra day or two of holiday time to cross the Peace Bridge into southern Ontario and take in some of what we have to offer. As of this writing, an information kit of layouts and attractions, along with border crossing info is being put together by convention organizers. For the latest info, go to: www.nasgconvention.com





A NEW NASG PROMOTION in RMC is UNDERWAY!!

"Look What's Being Done In S Today!"

EXPLORE THE WORLD OF 1:64 SCALE
www.NASG.org
 The Most Complete Resource for Modeling in **S** Scale

Look what's being done in S today!

See this and other S layouts at the **NASG NATIONAL CONVENTION** Buffalo, NY, Aug 2-6, 2022

Modeling and photo by Simon Parent

A CNR freight behind 10-wheeler 1338 heads east towards Dunham in southern Quebec in 1939.

See photos of S layouts at: nasg.org/Layouts
 Complete list of S Manufacturers: nasg.org/Resources
 Illustrated all-time list of 1000s of S products: nasg.org/Gallery

For Info Write: Promo Chairman, 6707 Cottage Hill Ln, Cedar Rapids, IA 52411

NASG Is Promoting S Scale Modeling In *Railroad Model Craftsman*

Beginning with the May 2022 issue, the NASG has begun a new promotional ad campaign in RAILROAD MODEL CRAFTSMAN, one of the premier modeling magazines.

Each month's ad on the inside front cover will feature a photo of exemplary S scale modeling...**YOUR modeling**...and direct readers to the NASG website for complete information about 1:64 scale modeling.

LEFT: This ad featuring the modeling of Simon Parent appeared in the June 2022 RMC

In order for this campaign to be a success we need YOUR help by providing photos of YOUR scale modeling for upcoming ads. What could be more exciting than having a photo of your modeling on the inside cover of Railroad Model Craftsman?

What We're Looking For

Images should feature a scale train or trains and include other rolling stock, vehicles and figures, all in an interesting setting with plenty of color and texture. We will also consider photos of individual scale models and photos of modules or dioramas are also acceptable. The theme of the campaign is "***Look What's Being Done In S Today!***".

Images must be crisply focused and well-lit. We can provide assistance adjusting lighting to some extent but there's little that can be done to correct out-of-focus images. Images that are slightly wider than they are tall (about 3 x 5 proportion) will work the best and files should be 2MB or larger in size.

How To Participate

To contribute photos, simply email them to Brooks Stover at bcstover@comcast.net. He will answer any questions you might have.

We hope you'll participate in this exciting new S scale promotional program by sharing photos of your S scale modeling for inclusion in an upcoming Railroad Model Craftsman!

Thomas Hess: 1944-2021

By Gaylord Gill



Tom's city scenes were a marvel of detail. The structures immediately across the tracks are HO, while the distant ones are cut-out paper backdrop components glued onto foamcore for depth. Some of the billboards recognize prominent S manufacturers. The C&O diesels are American Models FP-7's, which fellow SMSG'er Jerry Poniatowski custom painted for Tom. Photo by Dan Navarre

Last year the Southeastern Michigan S Gaugers lost one of our most active members when Tom Hess passed on April 22, 2021. He was 76 years old. At that time, we didn't put a tribute in *The Dispatch*, but we now recognize Tom as we look back in remembrance.

Whether improving the club's display layout, manning the layout at shows, entertaining others at his home layout, or just attending the various S functions, Tom was a wonderful ambassador for SMSG. In notifying club members of Tom's death, President Culver Anderson said simply, "Tom was a fine person and a great asset to the SMSG Club."

Tom's home layout, the Raysonhouse Road, was a beautiful freelanced

representation of the Midwest, with many unique structures and well-done scenery. Using hi-rail SHS track and a variety of equipment, the 15' x 40' layout was one of the few in any scale that had been completed in all aspects. The layout was housed in a home designed by the owners to convey a vintage look.

For more than twenty years, Tom and his wife, Janet, were perennial hosts of SMSG's January club meeting. Because of their hospitality as well as the popularity of Tom's layout, these meetings were always our best-attended – often we exceeded 30 members and guests.

In 2012, when SMSG took on a significant project to upgrade the

club's display layout, we broke out into four teams and each team had responsibility for working on four sections of the set-up. Tom volunteered to be one of the team leaders, and over six months he directed work at his house on the sections that are themed "Industry." This involved building and installing many new structures and improving the scenery.

The signature industry among those sections is Hess Oil, a large complex of storage tanks, bulk delivery stations, and road transport tankers. It turns out there really is a Hess Corporation in the oil business, started in the 1930's. The company is not connected to his family (as far as we know), but Tom took delight in



This photo shows several of Tom's scenery techniques. Painting directly on his basement walls, Tom created the farmlands at the rear with acrylic paints. He shaped the landforms out of sheet Styrofoam, and he used the same material to carve stone walls, such as the one below the Conrail car. Photo by Dan Navarre

fitting out the club's display with 1:64 vehicles showing the Hess colors and logo.

Of course, Tom had an extensive life outside of his model train hobby. He proudly served his country in the Army, separating as a Green Beret with the rank of first lieutenant. After obtaining his law degree from Wayne State University in Detroit, Tom practiced in Florida for several years and then later returned to Michigan and continued his practice there. Along the way, he also had business interests in real estate, car sales and NASCAR. Tom was active in sports well into his 70's: he participated in volleyball, basketball, downhill skiing and kayaking.

The S layout that Tom Hess had built is now history, but we can continue to enjoy it through the collection of photos shown at the NASG site:
http://www.nasg.org/Layouts/S/indexHessTomNRaysonhouse_Railroad.php



Tom built his hi-rail layout with S Helper Service trackwork, and he enjoyed running vintage American Flyer equipment as well as current production items from American Models. The walls of Tom's recreation room, which adjoined his layout room, had custom-built shelves for displaying his extensive AF collection. Photo by Mark Charles



Tom's layout featured three loops at the lower level and a fourth loop at the upper level, for a total of mainline trackage exceeding 600'. He hid his tight return curves (19" radius) in tunnels at this end of the layout. Tom used a similar trick at the other end of the layout by running the return curves through his utility room. Photo by Dan Navarre



Tom's hand-made trees were a distinctive feature on his layout, supporting his theme of typical Midwestern US. Using natural and commercial materials, he varied the colors, textures and heights of the trees to create realistic scenes. Tom's Raysonhouse Road layout entertained visitors for 23 years before being dismantled in 2021. Photo by Mark Charles



Union station on Tom's layout was an HO model by Walthers. Through regular trips to the TCA train shows at York, PA, Tom often found completed structure models that would complement his city scene. This photo also shows Tom's unique wooden leg panels, cut out to simulate metalwork, and his finely-done fascia molding. Photo by Ken Garber



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3. 2015 AF Commemorative BNSF Waffle Box \$69
4. 2016 AF Commemorative CNW Flat w/pallets \$79. Pallets 4 for \$10
5. 2017 and 6. 2018 AF Commemorative Gulf Tank \$69, Two for \$130
7. 2019 AF Commemorative Caboose \$69

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SHOP ONLINE: www.NASG.org Click on the **Store** tab on any page

News of Note

News in the S Scale World



2022 S Spree exhibit hall "A" had tables filled with American Flyer and other brands. American Models has a large display and specially priced items for sale.

This issue we gave two show reports for the 2022 S Spree, which was sponsored by the Pittsburgh S Gaugers. Jeff Madden starts us off and then Richard Caugherty and Roger Schneider continue with their report and pictures. Finally, Dan Dawdy fills us in on the annual O Scale West / S West show held in Santa Clara, CA this past May 27th and 28th, 2022.

S SPREE REPORT

The 2022 S Spree event, sponsored by the Pittsburgh S Gaugers, was held on May 12-15 at the Washington (PA) fairgrounds. It was the club's first venture at hosting a Spree, and it went very well. It was held in adjoining buildings that had about 9000 square feet of space and included 120 tables plus two large club layouts – one from the COSG and one from the Miami Valley S Gaugers. Each building had restrooms and were well-lighted. The PSG club provided lots of free snacks and drinks at a hospitality window, and they provided a nice Pizza Party as dinner on Friday evening.

There was plenty of AF for sale, but scale stuff was there too. A great convenience on Thursday was a walk-down-the-hill jaunt to a fairgrounds trolley stop that the Pennsylvania Trolley Museum has. Those who signed up (20 or so of us) got to ride two different trolleys for a special tour that included a tour of their new huge car barn. We rode a restored Cincinnati Curved side car and a restored Philadelphia PCC car. The museum is quite impressive and a little more elaborate than our own East Troy Trolley museum.

Next year's (2023) Spree will be in the Dayton area again at the usual union hall location in Dayton on March 31 to April 1. Initially they chickened out of hosting a Spree in 2023 but changed their mind.

I managed two layout visits after the Spree closed. The first one was on Saturday afternoon to Lou Templeton's hi-rail layout nearby. He had some very nice scenery and a really nice turntable and roundhouse. He has a nice AF collection, but the layout is almost scale-like. On the way home on Sunday, my wife and I

stopped at Luther Stephen's home in the WV panhandle to see his scale layout that I helped design. I was really impressed by his use of dead-rail – that's battery powered with individual controllers for each loco. I think this is the future. We had a nice lunch there and then proceeded home with a quick stop at the Fiesta Ware outlet nearby. Both Lou and Luther are members of the Pittsburgh S Gaugers.

Other recent S news: The NASG has a new acting president, Jim Whipple, since Will Holt has resigned and is moving to North Carolina. Also, *The Dispatch* is now being edited by Dan Dawdy who currently produces the O and S Scale Resource E-zines online. *The Dispatch* will continue to come in print form. Their first edition will be the next one – July-August.

American Models did have tables at the Spree, and it was good to hear in person that the business will continue as American Models LLC since the passing of Ron Bashista happened back in December of 2021. A recent handout says they are working on some new locomotives, a tender and some rolling stock. This is positive news for S.

The next big event for S folks is the Buffalo NASG convention in August. Check out www.nasg.org for updates on this and other S items.

Jeff Madden

Another Take

Spring S Spree participants had their first sampling of the Pittsburgh Cookie Table during the two-day event sponsored by the Pittsburgh S Gaugers at the Washington County Fairgrounds on May 13 and 14. It is the first time the Spree was held in Pennsylvania.

The Pittsburgh Cookie Table is a local wedding tradition started when large families could not afford expensive wedding cakes, so the bride's relatives would bake their best cookie recipes and make a large table arrangement for their guests.



Central Ohio S Gaugers brought their massive display of all things S gauge.

Today it is a must for a Pittsburgh wedding and has grown to special occasions and was for all vendors and participants.



Spree attendees experience the Pittsburgh Cookie Table. The participants were greatly surprised by this hospitality.

Even though billed as a Pittsburgh event, the fairgrounds, located 30 minutes south of downtown, offered several perks: access to Interstates, multiple hotels, outlet shopping, less rush hour traffic and the Meadowlands Casino and Racetrack.

The Spree attracted 42 vendors with 90 tables from 12 states and over 200 participants from as far away as Colorado, Delaware, Connecticut and Massachusetts. Both the Miami Valley S Gaugers and the Central Ohio S Gaugers clubs displayed their massive layouts.

Friday evening offered the traditional pizza and salad dinner on the outdoor breezeway between Halls A and B. Another special Thursday event offered for a nominal fee was to ride a trolley at the Pennsylvania Trolley Museum adjacent to the fairgrounds or you could visit it on your own.

Besides buying and selling trains, all were welcome to take part in any of the six free clinics offered, three each day.



Located in Hall B was the large Miami Valley S Gaugers' layout.



Dave Blume owner of Pikesville Models had one of the largest stores operating in Hall A.

Friday offered: *Installing Battery Power in 3/16 Scale locomotives, Investigating Gilbert Mysteries and Railroading Then and Now.*

Saturday sessions included: *Last Link of George Gould's Transcontinental Dream, Using LED Lighting to Make Your Trains and Layout Shine and American Flyer Post-War Reverse Units.*

A silent auction of trains and related artifacts was available, while door prize drawings continued every hour both days.

To close out the event, you could visit Sam Powell's S scale layout at the Tri Town Historical Society in Dawson near Connellsville or Lou Templeton's large home high rail layout in Hickory, a short distance from the fairgrounds in the afternoon. The Pittsburgh S Gaugers would like to thank Art Lofton and John Myers from COSG for guiding us through our first S Spree.

Richard Caugherty and Roger Schneider, photos by the authors

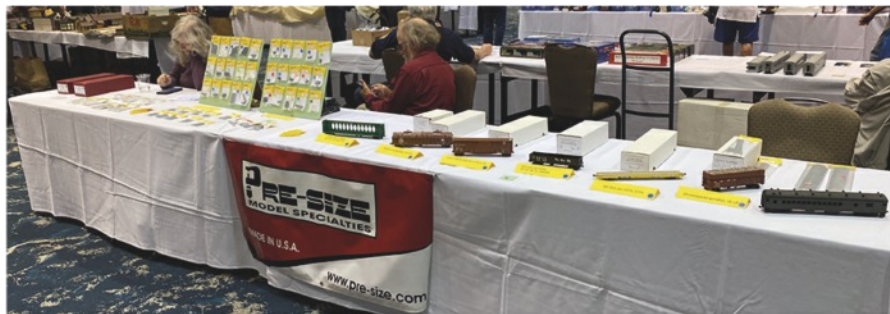
S West

It was time to fly to California for the O/S West Show. We have been going out there for the past six years with the last show being 2019 due to the pandemic. It's always been a good show and well attended.

This time around, unfortunately not so much. Lingering concerns about health, the holiday weekend and gas over \$6.50 a gallon did not help. Many dealers who normally attend the show were absent. This goes for both the O scale and the S scale side of things.

As a former show promoter myself, I know there are things you can't control, so I believe this to be a one time downturn.

That being said, I will say that the people that were there did spend money. So, sit back and enjoy the pictures and eye candy of what the show offered. *Photos by Dan Dawdy*



Pre-Size Model Specialties was at the show with all their S scale products, including their new centerbeam bulkhead flat car.

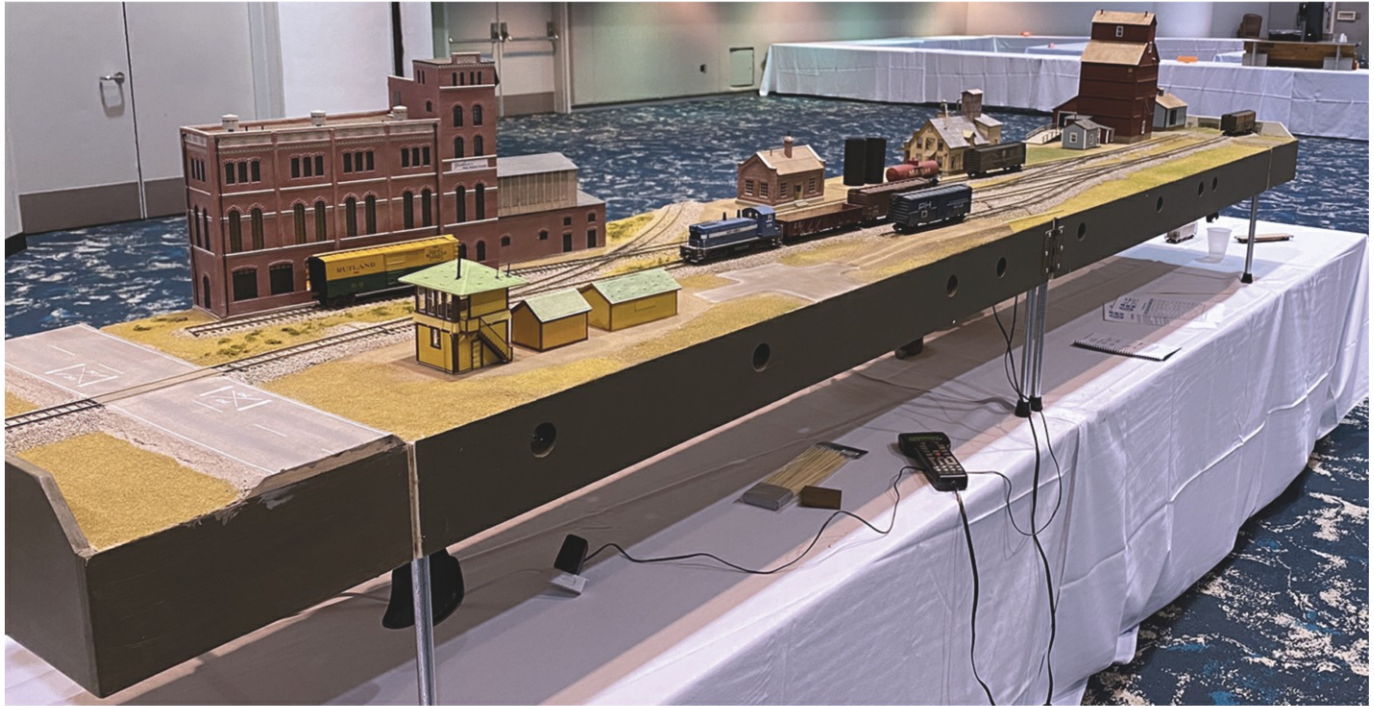


I always enjoy seeing and talking with Jettie Padgett. The good news is he left with a lot less than he came with.





Michael Eldridge's portable switching layout based on John Allen's "Timesaver" was a hit. People could take the challenge for themselves. I had more fun watching people almost run off the ends.



The Stampede is On for the 2022 Buffalo CanAm



It's an exciting time for the NASG as we draw near to our first National Convention since 2019. While some changes have inevitably happened over the past 2-years, the core motivation remains: reconnect with our dear friends and collaborate in all things S Scale. At the same time, we'll welcome not only past NASG convention attendees, but the latest fervent adoptees of our favorite scale.

There is a fantastic slate of events lined up to capture a wide range of interests. Are you adventurous? Take on Niagara Falls or a self guided tour of the Canadian side of the border. Do you like to sit back for a ride?

Take a relaxing rail excursion or combo bus and boat tour. Like to showcase your modeling? Enter into the various categories of the model

contest. Want to enhance your skills? Partake in a number of clinics given by experts. Shopping for great deals or that special find? Canvas the vendor hall. Looking to see what others have modeled? Check out the signature exhibition layouts as well as multiple impressive home layout tours. Is good food and socializing your thing? Mingle through the welcome reception and be entertained at the closing banquet.

This is also a great opportunity to become better engaged in the ongoing activities of the NASG itself. In addition to meeting with your regional Vice Presidents and the rest of the Board of Trustees, you'll have the honor of attending the Annual General Meeting and experience the energy that is driving our organization forward.

We're all so much looking forward to being back together in person again. For those on the fence about coming, it's not too late to book your trip to Buffalo and partake in this great event! On-site reservation is available, so nobody will be left out. Detailed information on the event is available on the website: www.nasgconvention.com

We hope to see you August 2nd-6th at the Buffalo CanAm!

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Pic from 2017 NASG Timonium Display

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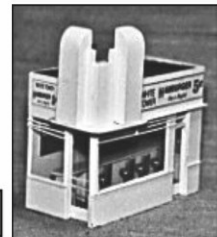


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An 1890 Bridge Upgrade Inspires a Model

By Steve Monson

Model photos by the author

Prototype photos are old postcards

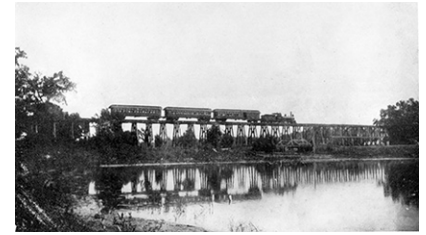


One at a time the old gray bents are being replaced with new. The new bents are placed atop the short piles previously driven into the lake. A steam donkey powers the block and tackle to raise up each bent and then later to slide them into place. In the distance workers are assembling the last couple of bents on the ice. To the left a local sawmill and lumber yard owner has gotten the contract to haul away the old bents. His lumber wagon will take the beams to his sawmill where he will cut them up and sell the lumber to the local farmers and businessmen.

When railroads were in their infancy no one knew the impact they would have on America, nor could the railroads anticipate how quickly their locomotives and rolling stock would change. Improvements in locomotives, cars, and trackage came faster than anyone would have expected. This article is about a huge wooden trestle that became a perfect example of the changes in infrastructure required to keep up with changes in the trains that used it.

The Lindstrom Trestle

The impressive 636' long trestle, first built in 1880, by the St Paul & Duluth Railroad ran between two lakes and alongside a narrow wagon road. It was located just to the east of Lindstrom, Minnesota, a young town at the time with only a few stores and a stockyard. When built, the bridge was designed for 2-6-0 Mogul and 4-4-0 American wood-burning locomotives weighing



The original bridge as it looked when it was built in 1880. It was located at Mile Post 8 on the St Paul & Duluth Taylors Falls branch line, later to become part of the Northern Pacific. The bridge was rated for only 80 tons. It looked pretty spindly with bents far apart and no cross braces. The water level of the lake was low that year.

about 80 tons each. Freight cars were typically 20 tonners and just 32 feet long. In a hurry to get trains rolling, the bridge was constructed using local Minnesota timber.

In 1890, after only 10 years in service, the bridge was in need of upgrading. Locomotives and rolling stock had gotten heavier. A new bridge was designed using similar construction to the original, but the bents of the new design were on 12' centers instead of 16'. In addition, better lumber from the Pacific Northwest was brought in for the upgrade. The new bridge would be rated at 98 tons. Interestingly, still no wood preservative was used above ground level.



Even though the bridge was only 10 years old, it was time to upgrade with heavier lumber and closer bent spacing. At 40 feet above the lake, it was too high for piles to be driven directly into the lake bed. Short piles were driven in the summer of 1889 that came just a few feet above the water. These were driven with 12' spacing in between the 16' spaced bents in use. New bents were built on the frozen lake before the ice went out in the early spring of 1890.



A steam donkey helped to lift the next bent to where it could be slid into place. There were four trains a day here, two freight and two passenger. There were enough hours in between each train so that the workers had time to install the next bent. The line was never closed to trains. In this photo, the workers along with some family members have turned out for photos of one of the bents going in.



The new bridge with heavier construction. Imagine being a brakeman 40 feet above the ice in the winter in Minnesota!

There were no large lathes available and so the bark was left on the piles.

To upgrade the bridge and at the same time keep it open to traffic, a smart plan was conceived.

New piles were driven into the lake during the summer of 1889 using a pile driver on the track above. These piles were driven in with the closer 12 foot spacing and stood above the water a few feet to allow for higher water in wet years. The following late winter new bents were constructed on the frozen ice. The ice made a nice flat surface ideal for

laying out the lumber and constructing the large bents. A steam donkey was used for hoisting the bents vertical.

The Model

At 636' the Lindstrom trestle is a very big bridge for a model railroad. On my layout, the space available was just 79" long and so the bridge needed to be reduced in length. In S scale this makes my model represent a bridge 420 feet in length. To make the shorter length still look impressive, I spaced my bents 20% closer together so that I could have almost the same number as in the

prototype. I used undersized stripwood also to aid in making it look longer than it really is.

On the prototype the deck stringers were not replaced, only the bents.

I painted them gray to look old. I did the same with the ties. A local sawmill owner got the contract to dismantle the old bents and haul them off. A great deal of good lumber could be sawed from the large bridge timbers which were still like new on the inside.



I built my bridge on a 2% grade. A long temporary wood strip helped me create a smooth curve and accurately measure the height of each bent. The model is built on a slide out panel to open up the aisle for working on the layout

A stack of completed bents. Each of these bents are approximately .050" longer than the preceding one.

I built my bridge using Northeastern Scale Lumber (www.northeasternscalelumber.com) basswood. The piles are cut from logs made by Coastman's Scenic Products (www.coastmans.com).

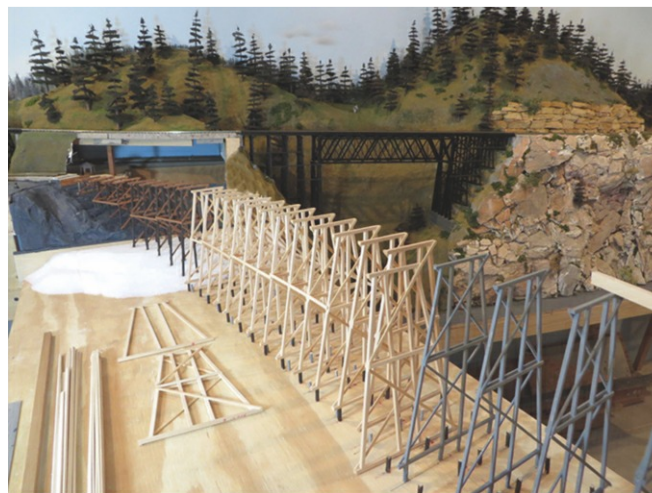


In 1890, better lumber was hauled in from the Pacific Northwest, but they still did not use any preservatives above ground. I left mine the natural wood color. Most of the bents are built of framed timbers resting on piles which were driven into the lake bed the summer before. Note the short gray piles in between the newly driven dark piles.



The original bridge was straight, but I needed to build mine on a curve to fit. Its length of 79" is not as long as the prototype, but looks impressive nonetheless. On the ends of the bridge where it was dry and the height was not too great, pile bents were driven directly into the ground. There were no giant lathes at this time and the bark was left on. Since this is a winter scene, there is snow on both ends of the bridge. Styrofoam sheets glisten just like real snow.

Picture on the right shows the nearly completed bridge after spiking the rails down.



Most of the bents have been replaced. The gray bents are the remaining 1880 bents spaced 16 feet apart waiting to be removed.



Six stringers spanned the bents--two near each rail and one out near each edge. The stringers were 12" x 16", and when on a curve needed to be laid in short sections.





As on the prototype, the large stringers on the ends of the ties along with the two guard rails help to keep the trucks of a derailed freight car aligned and allow the freight car to make it across the bridge without going over the side. In addition, they helped to keep the bridge in alignment.



My bridge runs across the main isle. The rails are 54" above the floor and the underside of the lake bed is 44", high enough so most people can duck under. A small section of scenery on the right remains to be finished waiting for final wiring to be completed.

Calendar of Events

2022 NASG Convention

August 2nd through 6th, 2022

2022 NASG Convention is announced for Buffalo, NY. The 2022 NASG CanAm Convention will be held in Buffalo NY, August 2-6 at the Buffalo Marriott Niagara in nearby Amherst. The city of Buffalo has undergone a stunning revival in recent years with its downtown Art Deco architecture, its lakeside setting, and its extensive rail facilities. Mark it on your calendar as a "must-attend".

Website: <http://www.nasgconvention.com>

Grand River Valley RR Club

October 8, 2022

10 am - 3 pm. Enjoy vendor tables of trains and model railroad supplies in all scales, RR books, photos and collectibles. Operating Layouts: G, O - Lionel, On30, S - American Flyer, HO, N and Z Scale plus huge LEGO Layout and play area for children. Hands on "Thomas the Train" layout and play area for children. Drawing for "Thomas the Train" Lionel electric train set - Food - Door Prizes - Free Parking. Admission: Adults \$5, Children 12 and under free. Vendor tables \$18. Contact Ken Skopp: 616-667-9680, kwsopp@gmail.com

Website: <http://grvrrc.org>

East Greenville Train Show

November 19, 2022

Will be held at the East Greenville Fire Co., 4th & Washington Streets, East Greenville, PA 18041. Time: 9 AM to 3 PM. Hosted by North Penn S-Gaugers. All gauges. Four operating layouts and approximately 80 sales tables.

Admission: \$3 per person, \$5 for a family, under 12 free w/ adult. Free parking. Refreshments. See website (www.npsgauge.org) for more information.



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FOR SALE: American Flyer post-war catalogs: 1948 D1508 rare Superman, P-8, handwritten date on cover, \$90; 1964 X264-6, Consumer catalog, P-9, \$22; 1965 X165-12 REV, Revised Dealer catalog, P-9, \$14; 1966 M6788, All Aboard Instructions, P-9, \$9; American Flyer by Lionel 49808 Animated Track Gang Set (594); C-8 Like New, no box, \$84; AF Seaboard Coast Line box car, C-9 Factory New, OB, \$26; Free shipping.

Email: jshirey1@comcast.net; 916 429-2764, 9:00 am – 5:00 pm PST. (1)

FOR SALE: American Flyer UP 4-6-6-4 Challenger model 6-48084, GRAY painted version with smoke deflectors. Purchased new 11 years ago, but never opened except for inspection and pictures. Orig. box, and shipping carton. Brand New! \$850.00 plus shipping. **Contact Rich 609-548-9589, email: rfchoke4612@gmail.com** (1)

FOR SALE: 1970-1979 Lionel catalogs Mint condition 10 Catalogs in lot \$25.00; 1980-1989 Lionel catalogs Mint condition 16 Catalogs in lot \$30.00; 1990-1999 Lionel catalogs Mint condition 22 Catalogs in lot \$50.00 1960-1969 Lionel catalogs Mint condition 9 Catalogs in

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