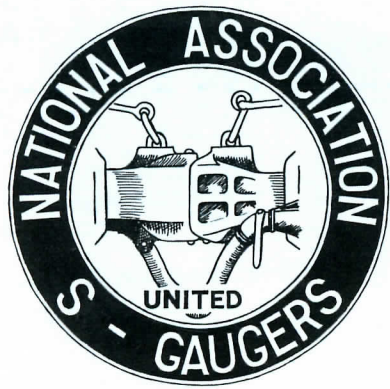
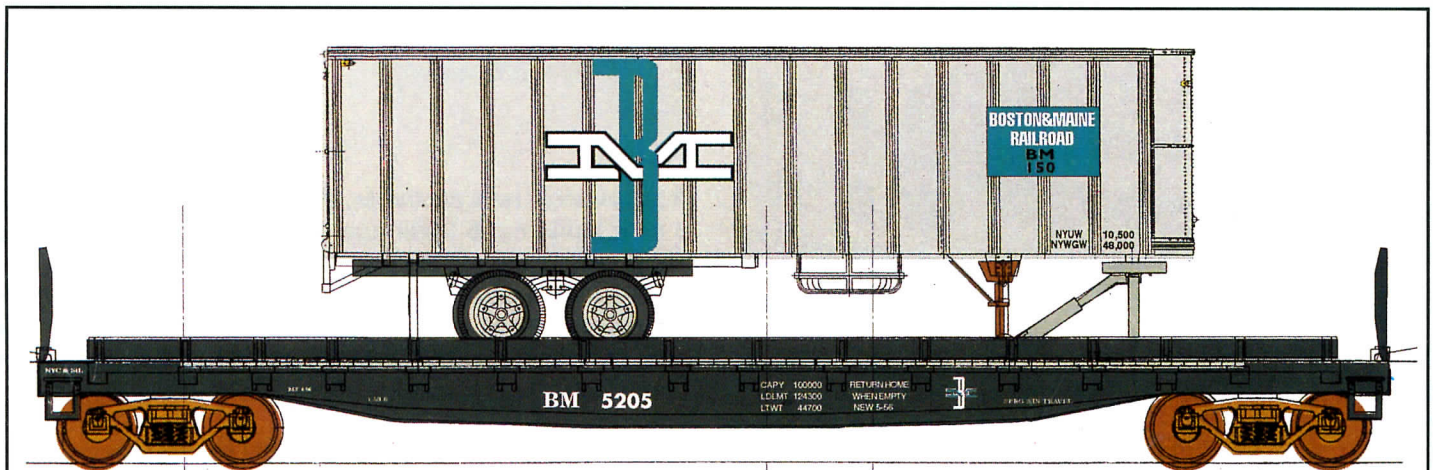




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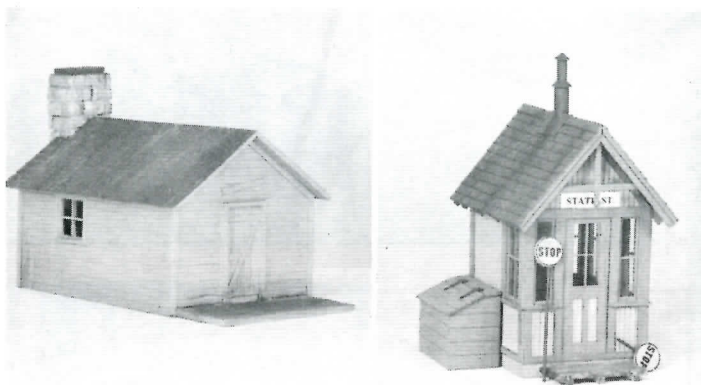
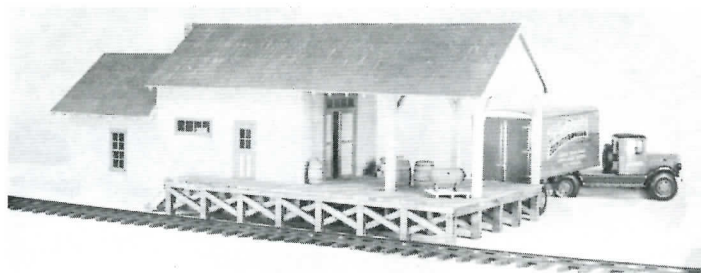
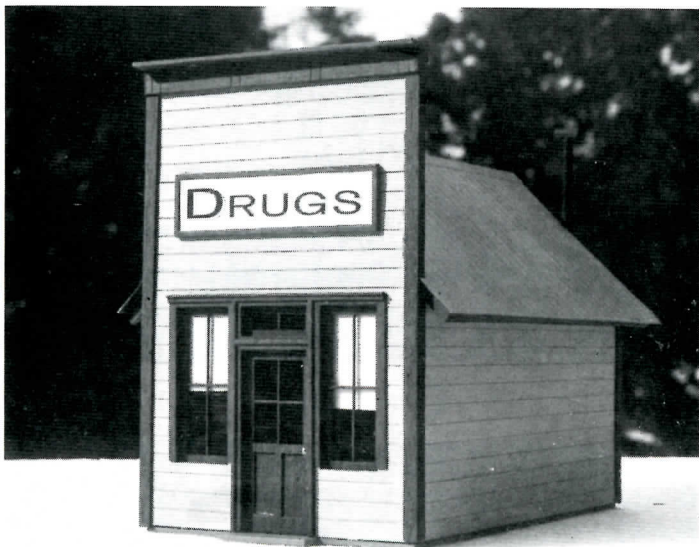
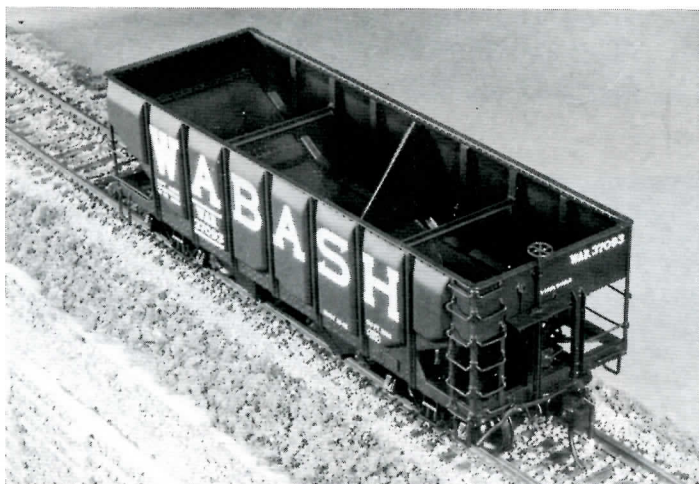
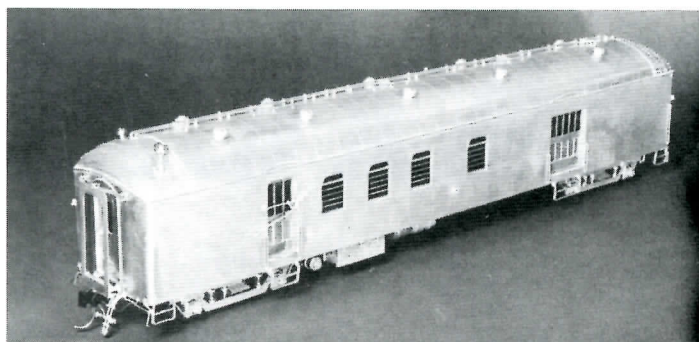
DISPATCH



Modular Benchwork Roadside Diners



WHAT'S NEW?

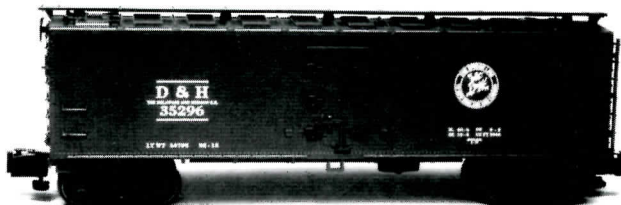


A potpourri of new products. The top two pix above show 3 new Building & Structure kits - freight shed, miners cabin and crossing shanty. In the left column from top to bottom: SouthWind Harriman shorty RPO, Lehigh Valley Models box factory, River Raisin USRA hopper with panel sides and Cabin Creek drug store from Bill's Train Shop.

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Official Publication of the
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COVER:

- Wayne Hills rendering of the 1998 convention car.
- View of Providence & Worcester freight.
- A real diner in Worcester
© photo from Coffee Cup Publishing.

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President's Message ...

Recently, both Dody and I have received inquiries about how to form an S club. The NASG is not a club, but rather is an umbrella organization consisting of more than 1500 members - a few of which are in clubs. If you'll look at your directory issue (Aug.) or on the NASG website, you will see a listing of S clubs around the country. The most up-to-date list is on the website, but if you call a contact person in the directory, I'm sure you will be referred to the current contact person if it has changed.

No doubt you have seen the line on the application forms, be it the brochure or the application envelope, which says "local S club." Often these are sent in with "no local club" or just left blank.

This need not be the case. For instance, Dody recently founded a Bead Society here in Kansas City with far less resources than S gaugers have available. In less than two months she has already recruited 15 members merely by placing a flyer created on the computer in local stores and by word of mouth.

You, on the other hand, have more resources available to you! Start with the NASG directory and the zip code supplement. The zip code directory was specifically compiled by Dody to aid you in finding other S gaugers in your area. Use it!

Next, you should attend local train shows and talk to S dealers and those with S displays. These people often know people in your area who are interested in S.... it's in their interest to know! Dealers wouldn't be there if there were no buyers for their merchandise.

Make inquiries at your local hobby shops. The shop owners will know if there are other S gaugers in your area. They will have had inquiries about S products. Leave your card or at least name and phone number so others with an interest in S can reach you.

Attend the national NASG convention! I met Moe Berk in Chicago in 1975 at the convention - at the time we were both living in the St. Louis area. I'm sure you're aware there is now a large S club in the St. Louis area (which was incubated at the Chicago NASG convention).

What are the benefits of a local club?? Individuals will bring a variety of backgrounds, skills and interests to a club. You will learn from others - carpentry, wiring, trackwork, building and repairing. Each individual may also surprise you in both skills and background. For instance, one member of our local club worked for REA while in high school. Imagine the wealth of knowledge available from him.

In conclusion, I want to remind you to take advantage of the promotion material available to you from our Promotions Chairman, Joel Lebovitz. Contact him for promotional brochures or membership envelopes and distribute them in hopes of attracting other S gaugers. He'll be happy to send you these items.

Paul Stevens, President NASG
e-mail: crafterr@swbell.net

RAIL MAIL

Dear Jeff: What a step! Actually suggesting that S scale has a future not directly coupled to American Flyer. It is an article I never thought would be written in an S publication.

As background for my statements, let me identify my history in S. My first train set was an American Flyer 4-4-2 Atlantic promo set in 1956. I grew up with American flyer when most of my friends were running Lionel. I loved it. I lived through the demise of Gilbert and the eventual sale to Lionel. I tried HO and N during the lean years (when I had little money (still do), an apartment and small children and there was little to be had in S). I was a subscriber to the old S Gauge Herald till its demise and continue to read the S Gaugian and S/Sn3 Modelers Guide regularly. I am a recent member of the NASG and reader of the *Dispatch*.

I have felt for many years that the growth of S scale must come from somewhere other than Flyer as Lionel seemed to lack the desire to promote AF and S as something other than a collector's item, fearing a dilution of the Lionel O market. The growth of American Models and S Helper Service as well as other manufacturers has been a boon to my continued and reborn enthusiasm for S. We must realize that life changes, and we must change with it. That growth means we must move beyond Flyer. I understand the hurt and emotion that goes with this idea. Flyer has been in my blood since early childhood, but when you consider the quality and craftsmanship the S manufacturers have achieved, one wonders why Flyer is so in demand (other than nostalgia and for the collector value).

The new SD40-2 is a nice piece of equipment, and Lionel must be congratulated for breaking out of a hundred year psyche of toy train manufacturing to produce it. The assumed detail and an undecorated model is a giant step in the right direction. The jury is still out on the ease of conversion to scale DC operation.

Lionel must become more innovative to be a viable force in the S scale market. It is time we continue to look to the horizon for leadership in S, and the leadership is here! Let's support those leaders and quit lamenting the passing of AF, if it chooses to remain a minor player in S development.

I commend those who are arranging for the special commemorative cars from the various manufacturers. These cars can easily be adapted to all aspects of S modeling. I do realize the importance of purity to the AF faction, but I encourage the NASG to offer cars designed to be used by all members of the S community. Before, the AF-only car offering by the NASG, tells me they were looking only to the past, since these cars serve only the AF faction of S.

We now have train sets (American Models), track, cars (covering a wide variety of time periods with many road names), a good selection of support materials (industries, structures, people, vehicles), etc. S scale modeling is becoming recognized in major publications - MRP, NMRA Bulletin, to name a few. We no longer need to consider S a scale with no future and a limited present. We do have a present, and we do

however pleasant the memories, however difficult the path.
Ready for assassination attempts,
Roger Zuerlein, Spring Valley, CA.

the wealth of new items, and now I am finally able to build the layout I always wanted. For years the way you could tell a scale from a hi-rail modeler was that the hi-railer had a layout and the scale modeler had dreams. As we enjoy the

Continued on page 28

Jeff's Junction

STANDARD S, PART II Track and Couplers

Last issue I said I'd write some more on what should be considered standard for S scale concerning track and couplers.

Track first. What should be the universal standard style, code size and tie spacing for S?

Number one - It should be what is available now or definitely up and coming.

Number two - It should be realistic looking.

Number three - It shouldn't be prohibitively expensive.

Number four - A basic product line should contain various straight and curved short sections, but should also include flex track and RTR turnouts.

Surprise, surprise, as Gomer would say - we already have this in American Models' code 148 track line. S-Helper is right behind with their code 126/130 line. These lines would be considered universal to S scale because vintage American Flyer equipment can operate on these sizes. And fine scalers already have code 100 standard gauge flex track and turnouts available to them. For narrow gaugers code 70 Sn3 flex track and turnouts is available.

So what should the status be for Flyer tinplate track, Gargraves, Corona Flex and K-Line? Well, it's probably time to relegate these track systems to the specific niches they serve, namely for the re-creation of original AF layouts featuring the "A.C. Gilbert look."

Egad! Sacrilege! Throw the bum out! Whoa, hold on folks - this is not to belittle the choice for other track systems over the code 148 or less types. Rather, this is an idea that we S scalers (that's all of us in S) should accept as far as "promoting" the newer, more realistic product lines. As the current S scale lines expand, why would we want to promote using used Flyer track and turnouts over the more realistic looking track? And unless you're strictly re-creating vintage Flyer on a nostalgia basis, why would you not promote the best looking, best operating and available track systems.

For newcomers, the choice is simple - pick hi-rail code 148/125 to be compatible with Flyer on an occasional basis. This choice is also a best bet for clubs with a portable display layout who desire to showcase various types of S scale trains and whose members include some Flyer fanciers.

Those individuals or clubs not considering Flyer as an option can opt for code 100 track systems (Shinohara and

Tomalco), and Sn3ers have a code 70 system available to them (Shinohara and Tomalco again).

I think A.C. Gilbert from his grave would approve of the more realistic track. He'd probably like the more accurate and detailed locomotives and rolling stock being produced as well. His whole premise with 3/16" American Flyer was more realism, accurate proportions and 2-rail track. Remember "Pikemaster" track developed during the declining years? - At least it was an attempt at increased realism.

So, for practical purposes, standard S track would be considered that with code 148 or smaller rail size and with realistic tie spacing. This would be the track to be promoted for universal use with the goal of getting hobby shops to stock up.

Consistent production and availability is also key. AM, S-Helper, Shinohara, etc., all need to keep up the production of the basic items. Needed to expand these RTR lines would be additional turnout sizes and styles (including curved turnouts) and crossings. We have our STANDARD TRACK; it just needs some expansion.

Now what should be the STANDARD COUPLER for S?

It's simple. If standard S track should be realistic, then couplers should be also. The Kadee 802 style would then be the obvious choice for standard gauge and KD (HO) 5s for Sn3. Virtually all newly produced locomotives and rolling stock will accept the KDs, and appearance over Flyer compatible knuckle styles is much superior.

If you already operate Flyer with the larger knuckle couplers - that's fine because the newer S manufacturers have taken this into consideration and provided this option. But if you're moving over to the hi-rail side, you might as well adopt KDs. If you do, and still have a bit of Flyer, why not just have a commemorative train or two with the old style couplers. Clubs with code 148/125 track can segregate trains by coupler type very easily - and most that I've seen do this. You can even pull a Kadee train with unmodified Flyer locomotives by using a transition car behind the engine which has a Flyer knuckle at one end and a Kadee at the other.

Like the track, the realistic size KD couplers should be the standard which is promoted for the newcomers not married to American Flyer or those moving toward hi-rail.

Again, the premise of this whole editorial, and the last, is to promote 3/16" S scale on its own merits as a viable modeler's size, and not have it always considered a stepchild of Flyer. Son of Flyer, yes, but not a stepchild.

- Jeff

ROYAL TRAIN EQUIP. (One Susan Circle, Norton, MA 02766) now has some new S scale items. First is a molded plastic junk load designed to fit a Flyer gondola. It comes with foam insert board and is painted rust. Cost \$7.95.

New diecast items include a green painted park bench and a sitting figure of a man reading a paper. Package of 4 benches - \$7.95. Man - painted, \$4.95, unpainted, \$2.50. Man plus bench, both painted, \$6.95. Of the diecast items, the bench is right on for S - about 4' back height. The figure, though is closer to O. The benches are the real gems.

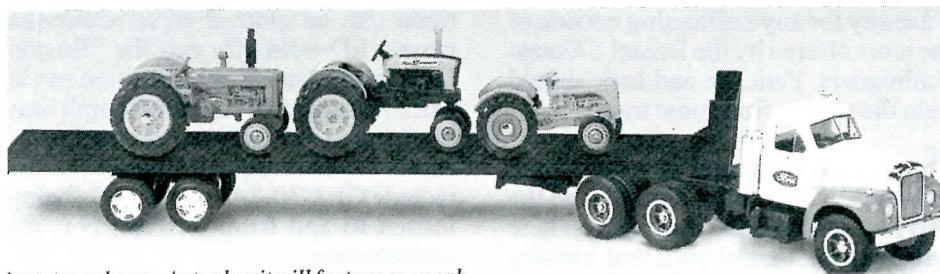
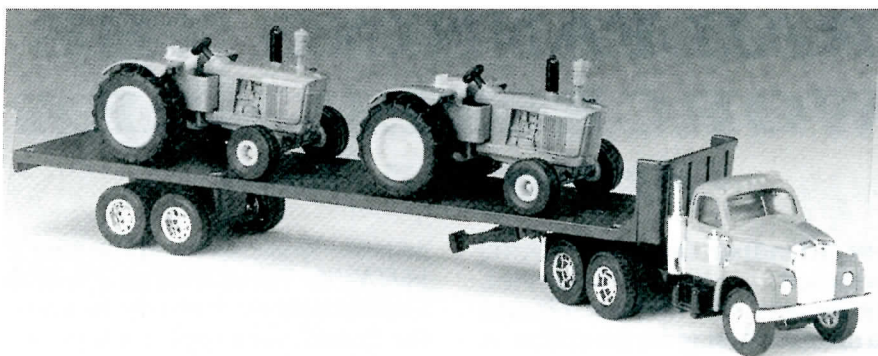
S-HELPER SERVICE (2 Roberts Road, New Brunswick, NJ 08901) is announcing that the long awaited SW9s are finally in hand. These models feature a full interior with hand painted 2-man crew, formed wire grab irons, metal coupler lift bars, diecast frame and gear boxes, see-through mesh on the pilot steps, both steel AF compatible and code 110 wheels provided, 5-pole armature motor with two flywheels and eight wheel pickup. Also included are a removable AC circuit boards providing sequencing to forward, neutral, then reverse. For DC operations, the AC board can be replaced with a DC shorting plug. The socket conforms to the DCC NMRA standard and is DCC ready.

As mentioned previously, the first run roadnames are ACL (purple), B&O, B&M (maroon), BN, CP (old style maroon), CB&Q (black), Chessie, C&NW, Conrail, EL, NYC, PRR, SF, UP and undec. Retail price is \$199.95. Website: www.showcaseline.com.

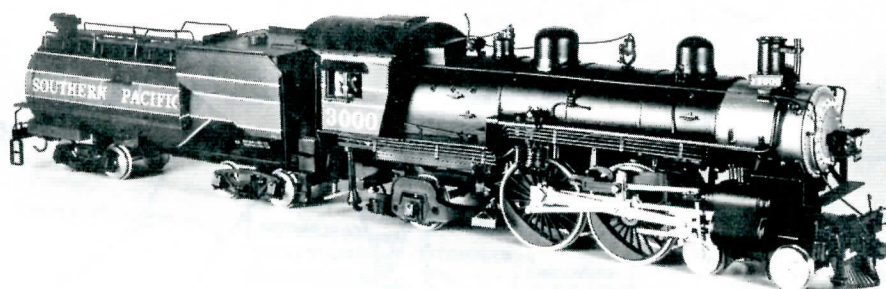
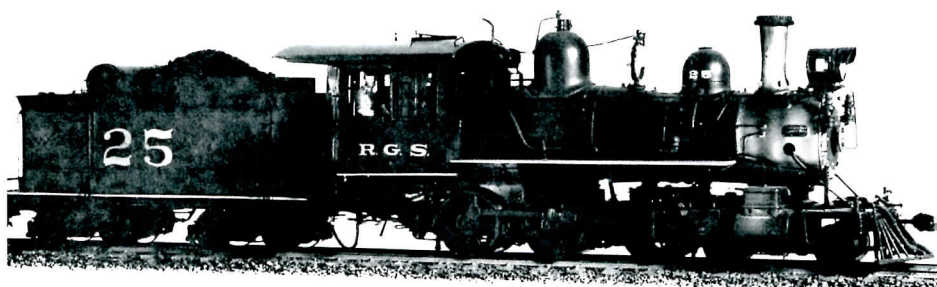
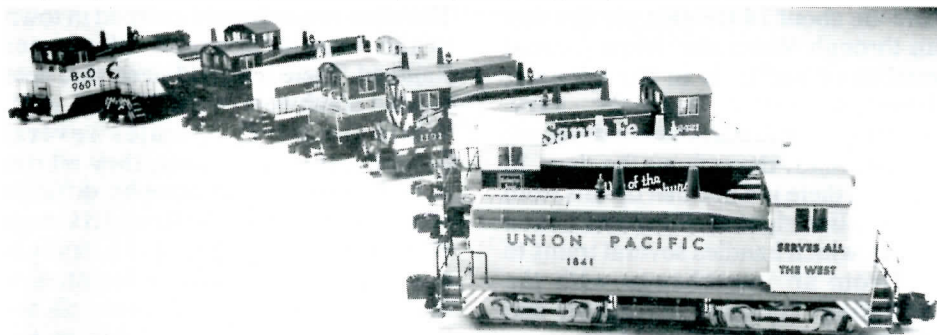
SOUTHWIND MODELS (P.O. Box 3175, Plant City, FL 33564-3175 - (813) 752-1636 - Fax: (813) 752-0656) is hoping to produce an SP A-6 Atlantic 4-4-2 in brass. Reservations are coming along. This would make a perfect match to the UP/SP 2-8-0.

All versions will be \$999.00, unless you ordered yours earlier. Tentatively, depending on orders, the versions will include a Daylight A-6, a black and graphite A-6, a black and graphite A-3 and a black UP. Painted but unlettered models are the same price. Extra tenders, long oil Vandy, short oil Vandy and short coal Vandy will be \$175.

Continued on page 29



**prototype shown. Actual unit will feature gray cab.*



Top - Ertl vintage Mack tractor trailers will come with tractor loads with cabs lettered for the manufacturer. Due out in May. **Middle** - S-Helper's initial stable of SW9s is shown here. They should be in stock. **Bottom middle** - PBL foreground model of the coming RGS ten-wheeler. Five versions are planned for production. **Bottom** - SouthWind's new brass project is this A-6 SP Atlantic here shown in Daylight paint scheme.

RAILFANNING THE WORCESTER AREA

By Wayne D. Hills

Those attending the 1998 NASG convention in Worcester, Massachusetts, will find that this area has a diverse offering for the railfan. A rental car (or your own) will be a necessity for any railfanning outside of the tours offered by the Bristol S Gauge Railroaders. Patience and luck should help the railfan find some trains.

The city of Worcester is served by 5 railroads, if you count Amtrak and the MBTA; Conrail is the major player here with a modest sized yard that handles mostly intermodal traffic. Currently there are about 14 freights per day that run through Worcester. Most Conrail westbound traffic is in the evening, although traffic patterns vary. Eastbound traffic starts before daybreak and continues throughout the day. In addition, there is a line that diverts from the mainline right at Worcester Union Station which handles several trains to and from an interchange with the Springfield Terminal (ex-B&M) and Guilford systems at Ayer, Mass.

Guilford can be considered a minor player here since their power rarely

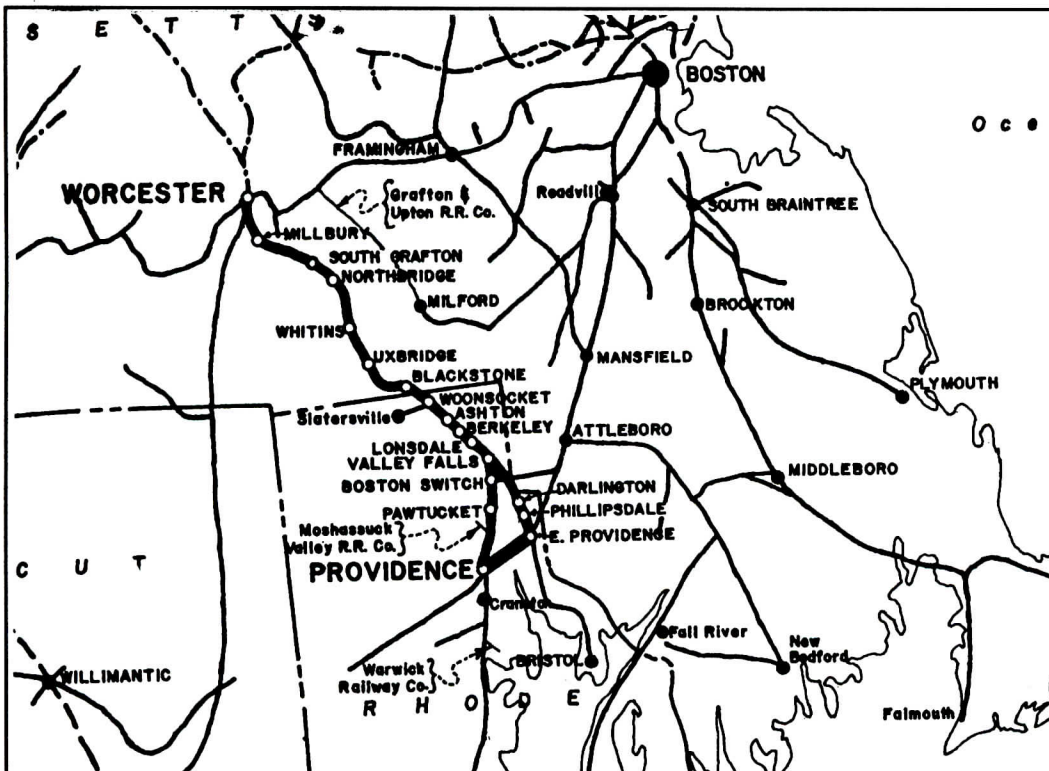
comes to Worcester except on train TV-96/TV-95. When Conrail TV-95 has Guilford power, it usually lays over in the Conrail yard until it returns north on TV-96. Motive power on conrail trains can be quite diverse. Conrail's newest SD-80MACs call the "Boston Line" home, and they most often run in pairs. Almost anything else Conrail runs can be seen in Worcester at one time or another. Other frequent Conrail visitors include GE C30-7As and B23-7s being ferried to and from Selkirk, NY, for maintenance.

The other major freight railroad in town is the Providence and Worcester Railroad. There is a good sized yard here located southwest of the Conrail yard. While the P&W operates several freights out of Worcester, they all run at night making photography difficult at best. Fortunately, the Bristol S Gauge Railroaders have scheduled a daylight tour of the yard and engine facilities of the P&W which should allow photos that are not usually available to the average railfan. P&W motive power is almost exclusively GE U23Bs, however they do roster a few GP38-2s, along

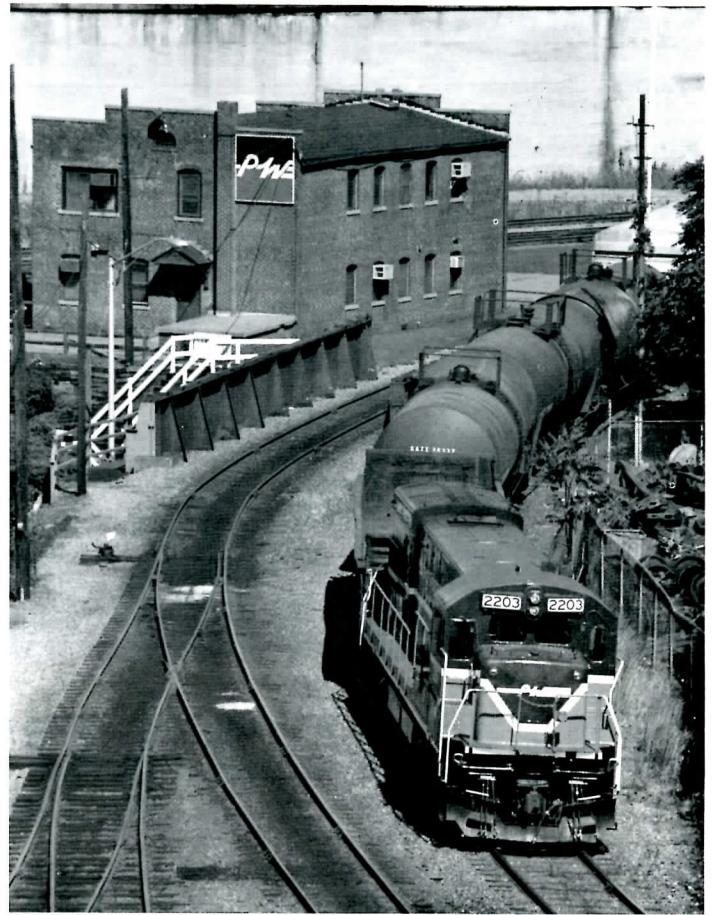
with aU18B, a B23-7 and two SW9s. The SW9s work the yard in Worcester and sometimes make a transfer run to the Conrail yard.

Amtrak runs four trains a day through Worcester. One pair is an "Inland Route" Northeast Corridor train which runs via Springfield, Mass., and Hartford, Ct. The other pair is the "Lake Shore Limited". Both sides of this train stop at Worcester within an hour of each other in the early evening, provided they are on time. Amtrak maintains a small station located next to the former union station, which is now undergoing a major renovation to return this large marble structure to its former glory. Power for the Northeast Corridor trains is usually an F40PH-2 while the "Lake Shore" usually has two of the newer Genesis units along with a Viewliner sleeper.

In addition to Amtrak, the Massachusetts Bay Transportation Authority (MBTA) runs several commuter trains into Boston from Worcester, returning in the evening. A layover yard has been built right beside the Amtrak station. MBTA power is either F40PH-2s like Amtrak, stretched F40PH-2Cs or the recently received GP40-MCs which were rebuilt from former Canadian National GP40-2s with North American cabs.

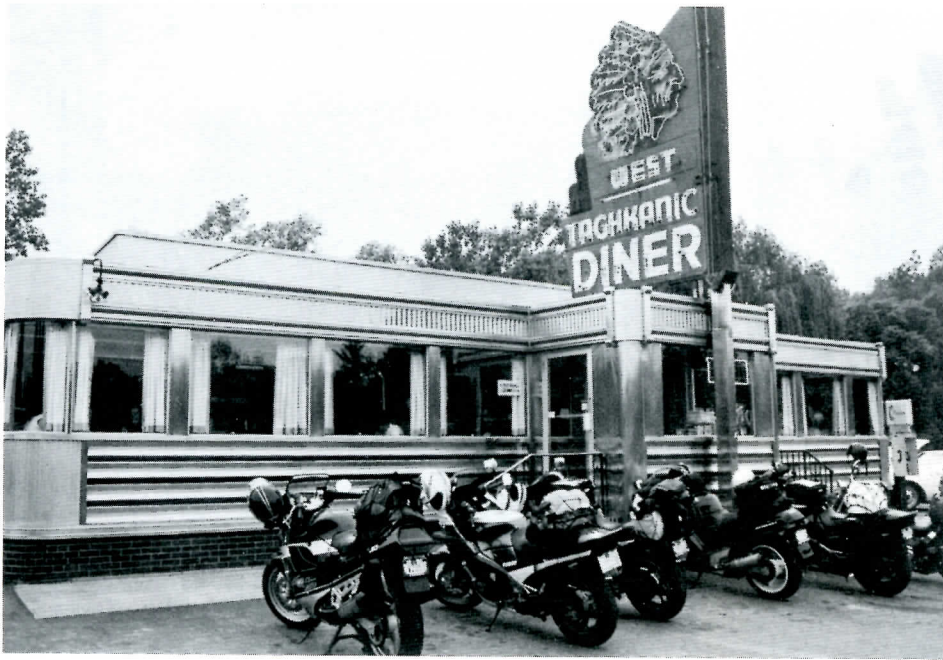


Map at left shows what P&W looked like when it resurfaced in 1973 as its own entity. Since then the original 45 mile line from Worcester to Providence has expanded to include service on much of the ex New Haven trackage in Connecticut and Rhode Island plus more. The photos on the next page show Conrail and P&W in Worcester. The two Conrail shots are by Wayne Hills, the P&W shot with the stack train is by Eugene Kelley and the upper right photo of the P&W is courtesy of the P&W itself.



RAILFANNING IN WORCESTER





Left is a real roadside diner in West Taghkanic, NY, with the name of the same name. This diner was made by a company called Mountain View in 1954. This is a remaining classic that has the stainless steel streamlined look of a real railroad passenger car typical of the 1940s and 50s. The maps on pages 12 and 13 and the diner chart on page 14 are courtesy of Coffee Cup Publications located right in Worcester, Massachusetts. This company publishes *Roadside* which is a magazine for those in the diner business and nostalgia fans like me.

THE ROADSIDE DINER

By Jeff Madden

Since some of us are heading to Worcester, Massachusetts, for the annual NASG convention, it seems appropriate to pen a bit about DINERS, no not railroad car diners, but the modular/portable style that served as standard roadside eateries in the northeast - many still do. The term diner is not a coincidence; most built from the 1920s through the 50s were intentionally styled to look like their railroad counterparts.

A little background: The roadside diner was born in Providence, Rhode Island, in 1872 as a lunch wagon, but a man named Sam Jones, observing the popularity of the wagon, set up shop in WORCESTER, Mass., in 1884 to build a fleet of lunch wagons. These are considered by historians to be the first mass-produced diners. Later, the famous Worcester Lunch Car Co. became a flourishing diner making business which lasted until 1961. Many are still around including a couple in the namesake city.

As most of us are aware, diners were (and still are) a roadside fixture in the northeast. After diner manufacturers moved away from lunch wagons (with wheels) and to diners which could be moved and installed in a permanent location, the quaint little restaurants popped up in heavily industrialized mill

towns and then gradually dotted the landscape in that region as the highway network spread after the 1920s. In effect, they became the first attempt at chains, but most were individually owned. They all had the long, narrow look of a railroad car. Food was similar in most - eggs, burgers and Blue Plate Specials where the norm, and it was usually home-cookin'.

As stated above, the earlier lunchwagon style diners graduated to permanent sites in the 1920s matching the growth of the highway system, and since the northeast was more compact and more densely populated, they proliferated in that part of the country, rarely locating west of Ohio or south of Pennsylvania and Maryland. The earlier fixed site diners were constructed of wood and looked like 1880s passenger cars with barrel roofs and a narrow row of windows on the side facing the street. Inside, typically, was a single counter with a row of stools opposite the exposed kitchen area.

Starting in the '20s, transition era diners started to use metal components, especially colorful enameled panels below the window line. Rooflines moved from barrel shaped to the monitor style which was reminiscent of the standard steel heavyweight railroad cars. The Twin Whistle Packard Diner resembles

the earlier barrel roof type.

Into the '30s designs stuck to the railroad look, but began mimicking the stainless steel fluted-side look of the Budd Zephyrs. The all steel and glass designs were more durable and required less maintenance, thus appealing to diner owners. The Plasticville and K-Line diners fit this mold.

Diners also got a bit larger, longer and wider. For increased capacity, booths were added along the widened aisles next to the windows and at the ends while still retaining the traditional long counter and stools.

Model Diners in S: The Plasticville diner is virtually S scale in proportions. It has been offered in many color variations including chrome sides with red roof, chrome sides with yellow roof, gray sides with red roof and gray sides with yellow roof. This represents the "streamline era" of the 1930s. The K-Line Diner is of a similar design and close to S size but has two doors at each end of the front wall as opposed to the Plasticville one which has a center front door. I'd like to see some kitbashing of these diners — they could be repainted, detailed inside with interiors and have additions added on to the back or sides.

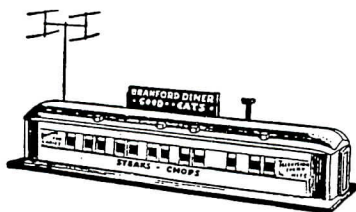
As stated above, the Packard Diner

represents the smaller 1920s style diner often found near factory districts to serve hungry laborers. The plastic kit is available from Port Lines Hobbies.

American Flyer itself got into the S gauge "roadside diner" business with two versions. The Eureka Diner (No. 275) was made of pressboard and masonite for Gilbert by Mini-craft in 1952 and 1953. This diner came in several different colors and names. From 1950-1954, overlapping the Mini-craft Diner, was the No. 767 Branford Diner which was simply a heavyweight passenger car shell painted yellow and placed on a green base with some steps and a sign added.

There were many railroad passenger cars and trolley cars converted to diners, but these are known as "homemade" in diner lingo. Here's another good kitbashing project for those of you who have a junk passenger car or trolley bodies laying around. However, the more common and longer lasting styles of diners are the pre-fabricated (factory built) types which were hauled to sites - usually in a couple of pieces - by truck or even railroad flat car. Put together they were usually wider than trailer beds or flat cars, but they were designed to be shipped in pieces and assembled at the permanent location.

A vintage style diner is always appropriate on a model layout, especially at a location where a crew would normally "go to beans." Why not build or bash a diner for your layout - detail it up, make it colorful, add signage and lighting, park some vehicles in front and place some figures on the outside and in the interior.



No. 767 Roadside Diner

Some of the more famous diner makers include Worcester, O'Mahoney, Kullman, Mountain View, DeRaffele, Paramount, Silk City and Fodero, of which only a few are still in business making an occasional diner on demand. In the '30s a company in Massachusetts built a diner called a "Sterling" which looked like a two-ended or one-ended shovel-nosed Zephyr. A couple are still around including *My Tin Man Diner* in Pocasset, Ma., and the *Modern Diner* in Pawtucket, RI. Other companies, including The Worcester Lunch Car Co., offered their own streamlined designs to try and keep up with the times and the Sterling design.

Art Deco crept into the designs in the 1930s to complement the stainless steel streamline look. Glass blocks, decorative Formica, tile or Terrazzo floors, fluting on the exterior and the interior, and patterned metal panels were all an integral part of the diner look. Some diners even had stools with octagonal seats and ornate fluted support columns.

After WWII diners got even larger in order to keep up with the fast growing families of the postwar era. The railroad monitor roof began disappearing on new diners or when one was remodeled.

Newer ones were made of bigger or more sections, but still with lots of art deco and stainless steel, at least until the 1960s. Then the "steel lost its shine" as national chains muscled in on the mom and pop family diner causing many to close or be covered over with stone and wood to capture that space age big glass look or that trendy Alpine look.

But, fortunately, surviving "classic" diners since the 80s have been the recipient of a pop culture comeback as baby boomers, tired of the "McChains", began seeking out home cooking in a nostalgic atmosphere. Many of these gems have been restored, saved, moved and even snapped up by museums like The Henry Ford Museum (Greenfield Village). Many of you at the 1996 NASG convention viewed *Lamy's Diner*, which was a transplant from Massachusetts.

Finding and Eating at the Diners:

While on your way to the NASG convention this year, those of you intrigued with modeling diners or eating in the real thing, or both, can get your fill this year since Worcester is in the heart of diner country. No guarantees on the food, but I'll mention a few who had favorable writeups in an eclectic magazine I subscribe to called *Roadside*, which is fittingly published in Worcester. I also picked those which are mostly representative of the classic look, inside and out.

If you're traveling by car to Massachusetts from the west, here are some possible culinary or modeling diversions you might want to take. Most of you northeasterners might already be aware of these gems, but maybe not. If



The Plasticville Diner is perfect for S. Here shown on the Badgerland Modular layout. It looks like Bachmann is reissuing it this summer.



Produced by Gilbert in 1952-4, the Branford Diner is basically just a passenger car body. Layout is Wisconsinite Buck Guthrie's. Photos Jeff Madden

you're interested, drag out the Atlases, road maps and hi-liters and plot your stops.

Coming across Pennsylvania on Scenic Route 6 you can stop at Smethport to chow down at the *Smethport Diner*, a Ward and Dickinson. Farther east at Wellsboro there's the Wellsboro Diner which is a Sterling model (but not a streamline design). In the Scranton area near Steamtown there are several classic diners on the Carbondale-Scranton Highway, Rt. 11).

Coming through Connecticut there's *Collin's Diner*, an old 1942 O'Mahoney on Rt. 44 in Canaan. There's *Zip's Diner* at Routes 101 and 12 in Dayville which is a 1954 O'Mahoney.

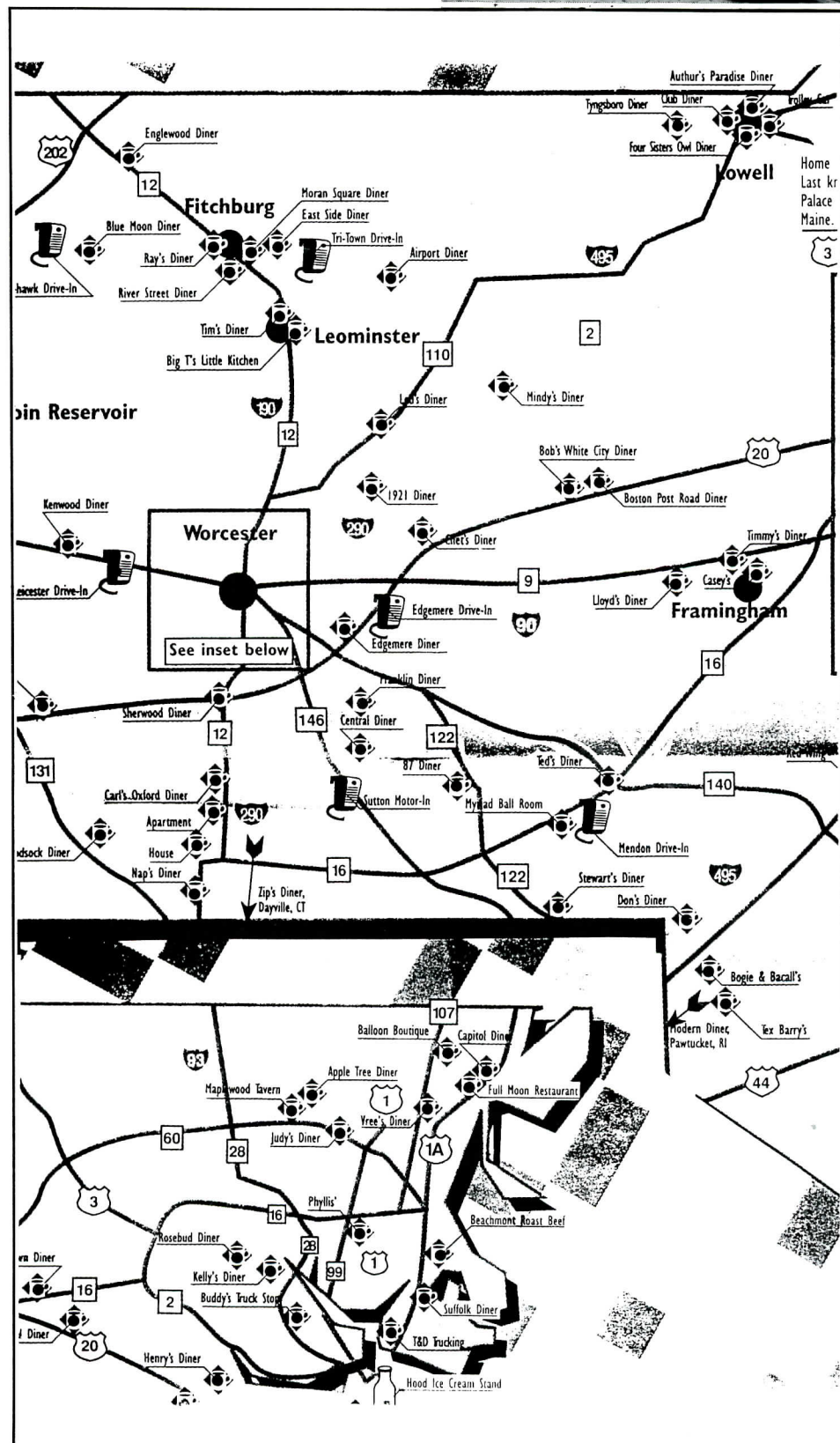
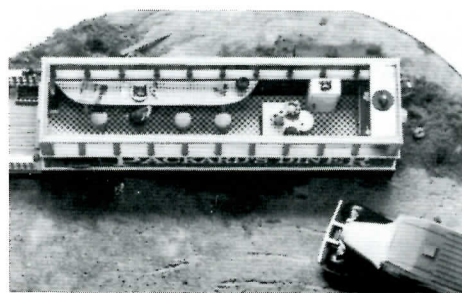
If you're heading up the Hudson Valley in New York on Rt. 82 there's the *West Taghkanic Diner* complete with a large neon warbonnet sign. It was built by Mountain View in 1954.

Motoring through western Massachusetts you can stop at a few choice eateries before arriving in Worcester, if you don't mind taking the 2-laners. There's the *Miss Adams Diner* (a 1949 Worcester) in North Adams on Rt. 8. The *Miss Florence Diner* (a Worcester) is on Rt. 9 in Northampton. Also on Rt. 9 is the 1933 *Kenwood Diner* in Spencer (another Worcester). The *Route 66 Diner* is in Springfield at 950 Bay St.. It's a 1952 Mountain View. The *Day and Night Diner* on Rt. 20 is just east of Springfield (another Worcester). Also, just off Rt. 20 in Shrewsbury is the *Edgemere Diner*, a 1940s Fodero.

Once you're at the convention, you could probably hit a diner for every meal! See the Worcester map or see me at the convention for locations. Remember, no guarantees on the food, hours or service, but I'm going to take my chances and try lots of them. No chain food for me. I also want to photograph some inside and out when I can for modeling ideas. Happy diner hunting and eating

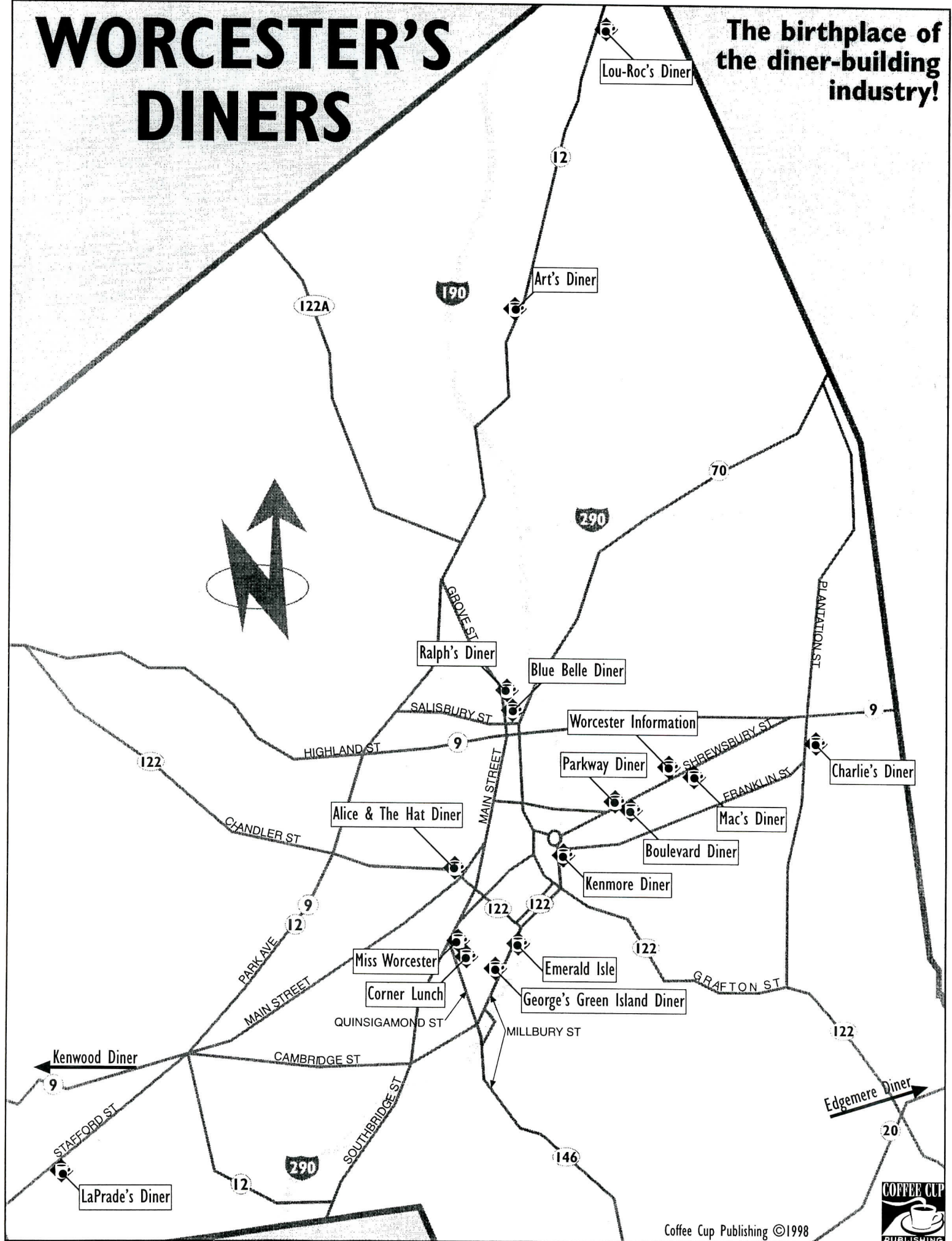
For those interested in reading more about diners and their history, the "bible" available in softbound is a book called *American Diner, Then and Now* by Richard J. S. Gutman. Check out the libraries or the architecture or pop culture sections of the book stores. This book has lots of pictures, history, and a

comprehensive locator guide. Those interested in current diner information can subscribe to *Roadside*, Coffee Cup Publications, P.O. Box 652, West Side Station, Worcester, MA 01602 - e-mail: roadside@usa1.com or website at www1.usa1.com/~roadside/.



WORCESTER'S DINERS

The birthplace of the diner-building industry!



1921 Diner Rt. 140 Boylston MA 01505	<i>Unknown</i> Built: 1920s	open, reno 50% Preserved	Edgemere Diner 55 Hartford Ave/Rte. 20 Shrewsbury MA 01545	508-753-5810 Built: 1940	closed, intact <i>Fodero</i> 80% Preserved
87 Diner 87 Church Street Whitinsville MA 01588	<i>Worcester</i> Built: 1930s	open, reno 50% Preserved	Emerald Isle 49 Millbury St Worcester MA 01610-2183	508-754-7676 Built: 1946	open, reno <i>O'Mahony</i> 10% Preserved
Airport Diner Lancaster Road Shirley MA 01464	508-425-0290 <i>Worcester</i> Built: 1933	open, reno 50% Preserved	Englewood Diner Rte. 12 Ashburnham MA 01430	508-632-4333 Built: 1940	closed, intact <i>Sterling</i> 90% Preserved
Alice & the Hat Diner Murray Street Worcester MA 01601	<i>Worcester</i> Built:	converted 20% Preserved	Finely Fran's Chandler St/Rte 122 Worcester MA 01609		closed, damaged <i>Sterling</i> 363 Built: 1936 20% Preserved
Art's Diner 541 W. Boylston St. Worcester MA 01606-2043	508-853-9705 <i>Worcester</i> Built: 1930s	open, reno Preserved	George's Green Island Diner 162 Millbury Street Worcester MA 01610-2818	508-753-4189 Built: c1933	open, reno <i>Worcester</i> 40% Preserved
Blue Belle Diner 47 Prescott Street Worcester MA 01605	508-755-8191 <i>Worcester</i> Built: c1946	open, original 70% Preserved	House Dudley/Webster Road Webster MA 01570		converted <i>Worcester</i> Preserved
Blue Moon Diner 102 Main St./Rte. 68 Gardner MA 01440	508-632-4333 <i>Worcester</i> 815 Built: 1947	open, original 100% Preserved	Jan's Place 1365 Water Street Fitchburg MA 01420	508-342-9446 Built:	closed, non-extant <i>Worcester</i> 10% Preserved
Bob's Yankee Diner Route 20 Charlton City MA 01550	508-248-5703 <i>Worcester</i> Built: 1930s	open, original 70% Preserved	Kenmore Diner 250 Franklin Street Worcester MA 01604	508-753-9541 Built: c1941	open, reno <i>O'Mahony</i> 50% Preserved
Boulevard Diner 155 Shrewsbury Street Worcester MA 01604	508-791-4535 <i>Worcester</i> Built: c1936	open, original 100% Preserved	Kenwood Diner 97 Main Street Spencer MA 01562	508-885-4430 Built: c1938	closed, intact <i>Worcester</i> 713 80% Preserved
Carl's Oxford Diner 291 Main St/Rt. 12 Oxford MA 01540	508-987-8770 <i>Worcester</i> Built: c1930	open, reno 50% Preserved	LaPrade's Diner(House) Stafford Street Worcester MA 01601		converted <i>Worcester</i> Built: 1930s 10% Preserved
Central Diner 90 Elm Street Millbury MA 01527	508-865-0705 <i>Worcester</i> Built: c1930	open, original 80% Preserved	Little Kitchen 48 Central St. Leominster MA 01453	508-537-3433 Built: 1920s	open, reno <i>Worcester</i> 10% Preserved
Charlie's Diner 344 Plantation Street Worcester MA 01604	508-752-9318 <i>Worcester</i> c1946 Built:	open, original 90% Preserved	Lou's Diner 100 Chestnut Street Clinton MA 01510	508-365-9808 Built: 1920s	open, original <i>Worcester</i> 80% Preserved
Chet's Diner 191 Main St/Rte. 20 Northborough MA 01532-1623	508-393-9403 <i>Unknown</i> Built: c1935	open, reno 50% Preserved	Lou-Roc's Diner 1074 West Boylston St./Rte. 12 Worcester MA 01613	508-853-9791 Built: 1950s	open, reno <i>Silk City</i> 30% Preserved
Corner Lunch 133 Lamartine Street Worcester MA 01608	508-755-5576 <i>DeRaffele/Musi</i> Built: 1950's	open, original 90% Preserved	Miss Worcester Diner 300 Southbridge Street Worcester MA 01608	508-757-7775 Built: 1947	open, original <i>Worcester</i> 90% Preserved
Delligan's Diner In Storage Conway MA 01341		closed, under restoration <i>Silk City</i> Built: c1940	Moran Square Diner 6 Myrtle Ave/Rte. 2A Fitchburg MA 01420	508-343-9549 Built: 1940	open, original <i>Worcester</i> 765 100% Preserved
East Side Diner 135 Lunenburg Street Fitchburg MA 01420	508-343-9635 <i>Worcester</i> Built:	open, reno 20% Preserved	Nap's Diner West Main Street Webster MA 01570	508-943-1525 Built: 1930s	closed, intact <i>Worcester</i> 90% Preserved



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NASG OFFICERS VISIT LIONEL

By Pete Mihelich

Late last year we learned that Lionel had chosen to have only two dealer previews of the 1998 product line. The first one was to be in Las Vegas and the second was to be at the Toy Fair in New York. They used to schedule a show for Midwest dealers at the factory in Chesterfield, Michigan but this year it was skipped.

The regular midwest preview is usually well attended, and because of that fact, it became apparent that we should try to have a private visit with Lionel in order to see and hear what the expanded product S line would be like. We had heard rumors and obtained an early catalog featuring a new SD40-2 diesel and were curious to find out about this and other indications that Lionel was beginning to make a stronger commitment to the American Flyer line in 1998. There was no doubt that it would be worthwhile to meet with them and learn first-hand about their policy and plans for the further development of the American Flyer line.

A meeting was scheduled by Will Holt for an NASG contingent to meet with Lionel's Charlotte Montgomery (Group Product Manager) and Dan Bigda (Senior Research and Concept Development). NASG's Moe Berk (Executive Vice President, Tom Nimelli (Central Region Vice President) and Pete Michelich (Publisher) agreed to meet at the Detroit Metro Airport for the trip to Lionel.

A list of questions was faxed to Charlotte in advance so that she could review the type of questions we might ask. After arriving at Lionel, we went to a meeting room to meet with Charlotte and Dan. After introductions, Dan Bigda started the ball rolling by telling us that, "Lionel is not ignoring the 'S' gauge fans". Dan has been in the hobby for 20 years and was very excited about the Flyer line, and in particular, about the new SD40-2 and the new all-Flyer four page catalog.

Q: We asked how Lionel decides which items to manufacture?

Answer: Charlotte told us that they have a new product committee that meets to discuss alternatives. Dan and Charlotte are both members of that committee.

Q: We asked Dan to tell us about their decision to introduce the EMD SD40-2 with all new tooling?

Answer: Dan stated that this locomotive was one of the most popular locomotives purchased by railroad companies in recent years. He said it was a popular engine in most other gauges, especially HO, and affords an opportunity for lots of detail.

Some of the design features were discussed. All wheels are powered off of one motor by using flywheels similar to those in the Athearn HO engines. *(Note: last month I reported 6 wheel drive. This was according to Lionel's catalog, but what they really meant was 6 axle or 12-wheel drive - Jeff).* With regard to the GP9 and GP20 locomotives, Dan told us they would continue to use the same drive units they have been using as long as there are no problems with them. Besides Conrail, the SD40-2 engine is also being produced in an undecorated scheme so that modelers can paint it the way they want to. Another concession to scalers is that the body is designed so that handrails, horn, plow pilot, grab irons, and truck brake and shock absorber details can be added by the purchaser. The design will also allow Kadee couplers to be used. This is the first time that Lionel has offered an item that scalers and

modelers both can work with.

The assembly of the unit will include separate handrails, walkway, body and cab. The stairs attach to the walkway. In addition, a lower price on motorized units came about as a result of a new cost accounting program at Lionel where they were able to hold the initial retail price to less than \$300 per locomotive.

Q: Is the circuit board a plug-in type?

Answer: Yes, the board does have a miniature plug so that it can easily be removed. It is just a reversing type circuit. It does not have command control or Railsounds. We do not know what the standard for command control will be. Also, our current Railsounds board will not fit in the cab of the SD40-2. It would need to be redesigned. Efforts are being made to utilize the NASG and other industry standards in the development of these circuits.

Q: What about the new caboose?

Answer: Lionel plans to take the bay window caboose tool and cut the cupola off. *We encouraged them to use a slide rather than modify the die so that the bay window caboose can be made in the future. A good used Flyer bay window caboose sells for at least \$75.00.* The caboose will also have metal handrails, a welcome change. Current planning at Lionel is to consider the possibility of four caboose variations. Consideration is also being given to the possibility of offering an undecorated caboose to go with the undecorated SD40-2.

Q: Why is the extra hopper car the same number as one in the four-pack? **Answer:** *There really wasn't any, but we suggested that a fifth number would enhance sales.*

Continued on page 29

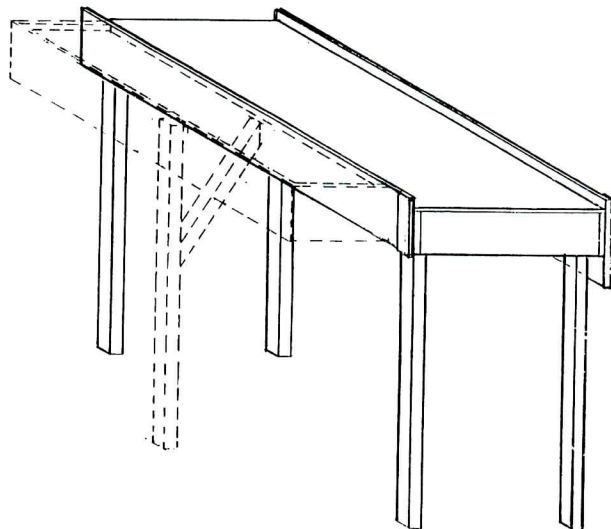


NASG officers and publisher visited Lionel to get first hand information on Lionel's new product line for 1998. L to R - Moe Berk, Executive VP, Tom Nimelli, Central VP and Pete Mihelich, Publisher.

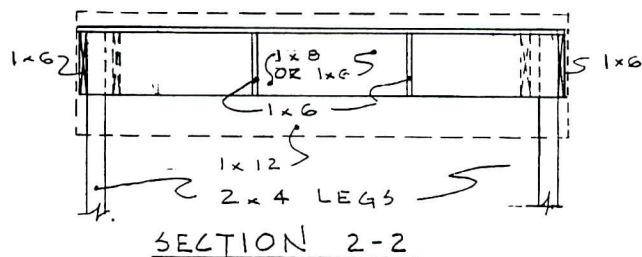
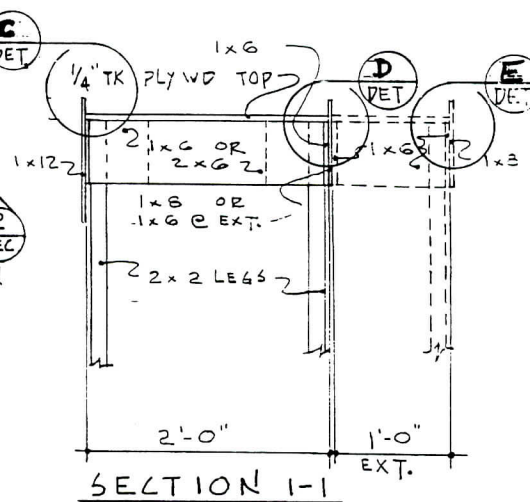
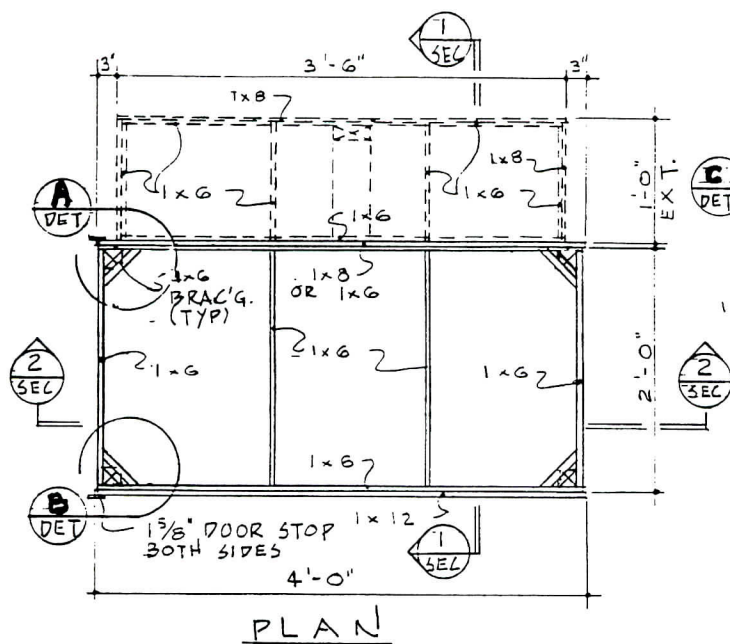
ALTOONA TABLEWORK

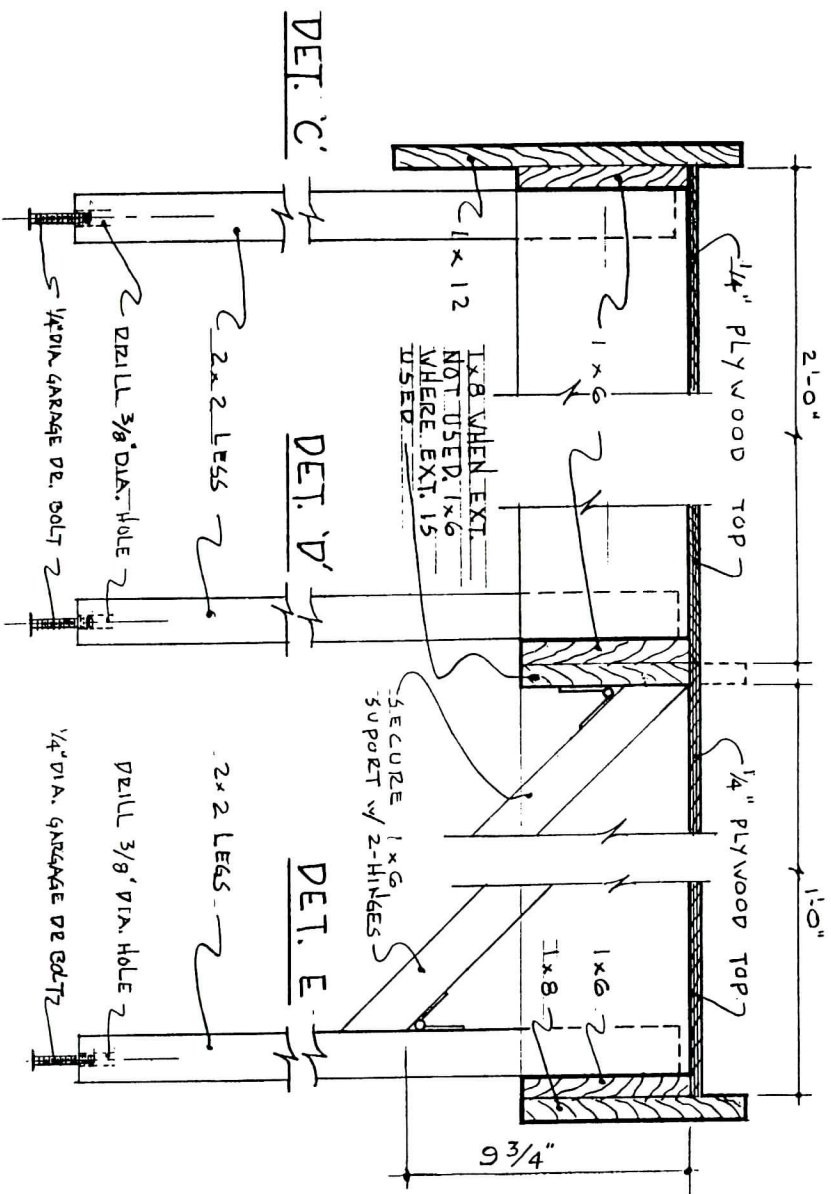
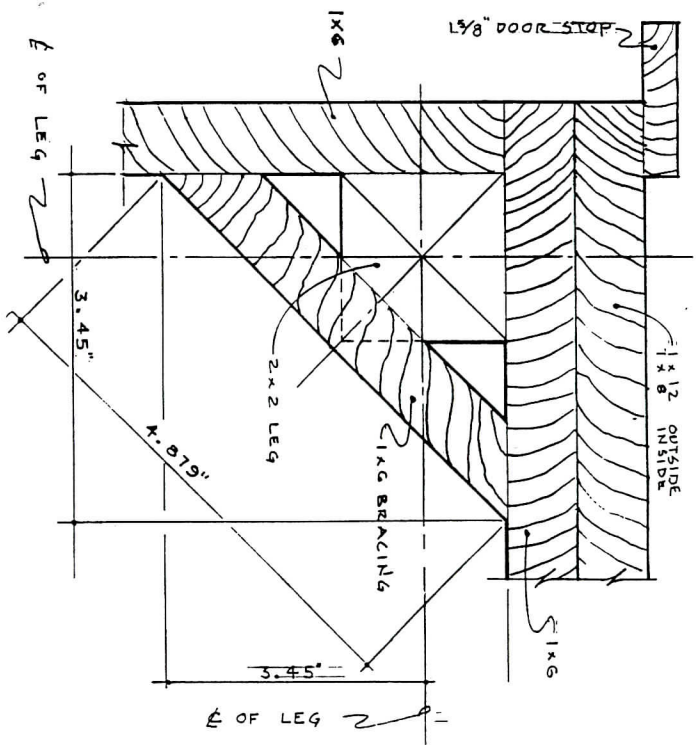
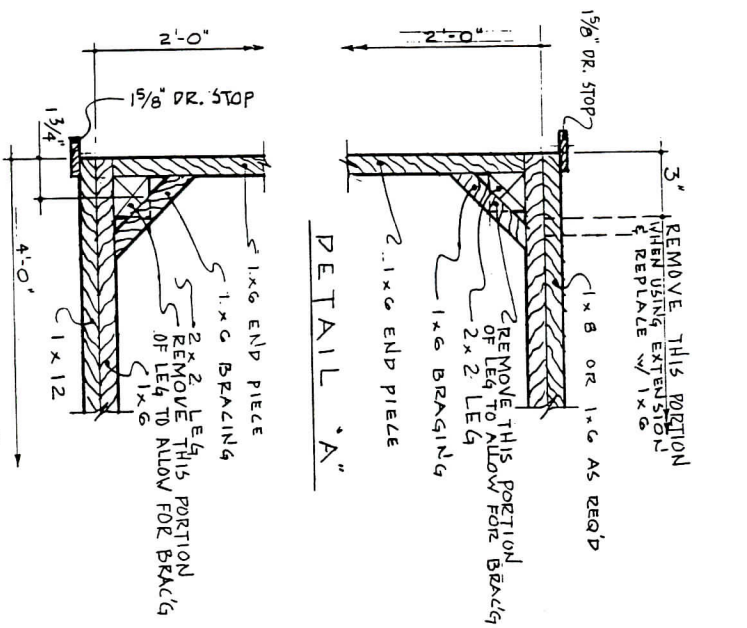
The Module Corner this month shows the engineering drawings for the Altoona Area Train Collectors Club portable layout. This is the part II mentioned in the December issue of the *Dispatch*. The club uses American Models code 148 track. Turnouts were built by Terry's Model Railroad Supply of Florida. But I understand he doesn't build them anymore. The overall size of the layout is 12' x 20'.

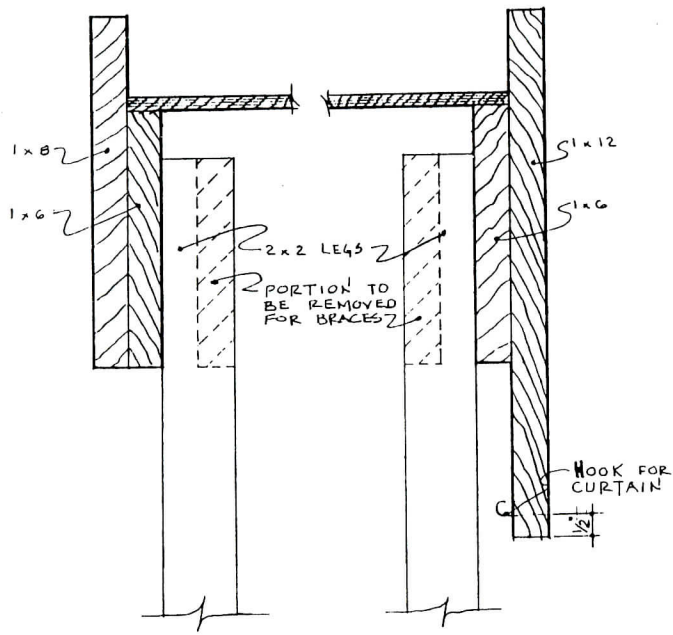
The recessed areas shown on the three dimensional views of the straight and corner modules is where the foam core insulation is set in to form the track and scenery base.



TYPICAL STRAIGHT MODULE



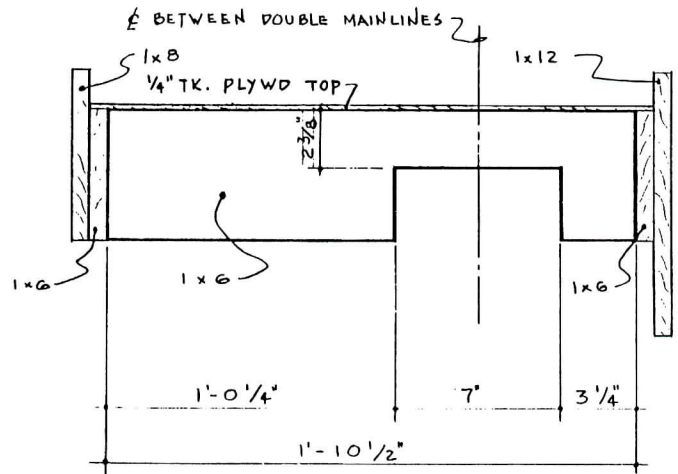




DETAIL
BACK RAIL

DETAIL
FRONT RAIL

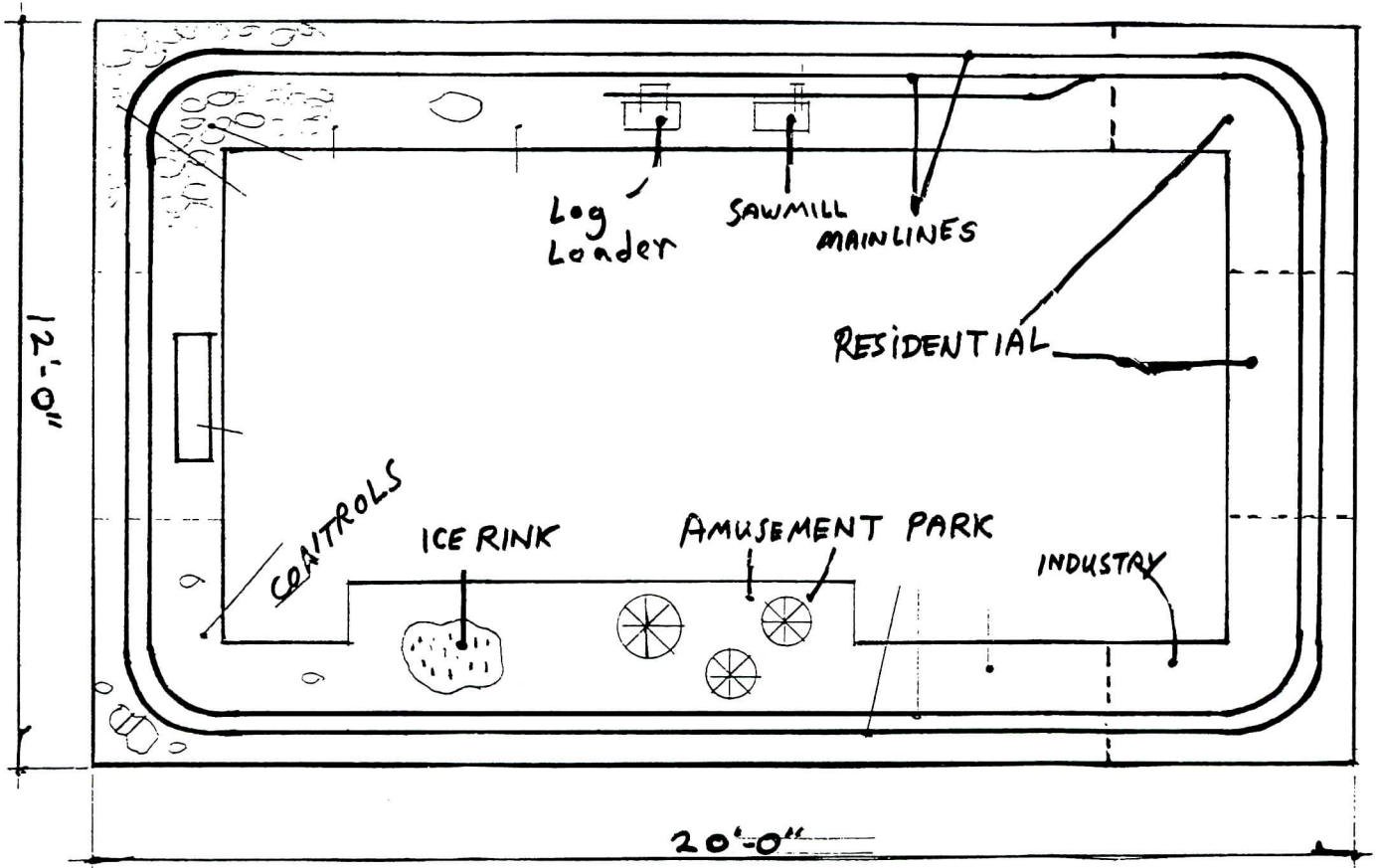
NOTE: FOR MORE DETAILS SEE SHEET 6



TYPICAL END PANEL

PARTS LIST
STRAIGHT MODULE

Number	Discription	Quantity	A. Cost
#1.	1/4 tk. Plywood 2'0" x 4'0"	1	\$ 5.76
#2.	1 x 6 (2@1'10 1/2") (2@4'0")	12 ft.	\$ 7.50
#2a.	1 x 6 Corner braces 4 required	1'8"	\$ 2.50
#3.	1 x 4 (2@1'10 1/2")	4 ft.	\$ 1.20
#4.	1 x 4	4 ft.	\$ 1.20
#5.	1 x 12	4 ft.	\$ 3.50
#6.	1 5/8" LATTICE (4@11 1/4")	3'4"	\$ 2.00
#7.	2 x 2 LEGS 4 required	1'8"	\$ 2.70
#8.	GARAGE DOOR BOLTS 4 required	4	\$ 1.40
#9.			



The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

The Case for Diesel Powered Narrow Gauge

What's this? A confirmed steam fan talking about diesels! After all, I have been known to say that a roadswitcher was nothing more than three boxes on a flatcar. Well, here's my story.

First of all, why would anyone want to model narrow gauge diesels? I can think of the following reasons. First, the prototype railroad you model had them. Second, you want to model a free-lance narrow gauge in a more modern time frame. Third, you do not like to fiddle with steam locomotives to get them to run well. (Sorry, but I know that this is the case sometimes.) Fourth, you want some lower cost motive power. Fifth, you just want to, which may be the best reason of all.

Now several North American narrow gauge railroads have operated narrow gauge diesel locomotives, but real dieselization barely existed. There were many industrial narrow gauge railroads that used all kinds of diesel "critters", but common carriers were another story. With only two exceptions, only a handful of diesels were used by common carrier railroads. Several narrow gauge railroads did use internal combustion power, but usually in the form of a gasoline engine driven railcar, and not a locomotive, which is our subject.

Just because they were not heavily used, does not mean it was not be feasible. The first known diesel locomotives were some switchers built by General Electric in 1918. Evidently they were not too successful. In the 1920's, GE teamed with Ingersoll-Rand to build some boxcab locomotives, which were successful, and by the 1930's, Electro-Motive Corporation, and others were building diesel locomotives. The first diesels were switchers, just the size needed for many narrow gauge operations. By this time, most of the narrow gauge railroads that still existed were on a downhill slide and could not afford new motive power. But there is no reason that a somewhat prosperous

railroad could not have some diesel locomotives.

The famous Denver & Rio Grande Western only owned one narrow gauge diesel. This was the #50, a 200 horsepower Davenport-Besler diesel-mechanical which they purchased used in 1963. This locomotive was originally built for the Sumpter Valley in 1937. The United States Army's 4700N did gain some notoriety when it worked on the D&RGW, but it belonged to the Army, so it doesn't really count.

The Southern Pacific's Keeler branch was another one-diesel operation. This former Carson & Colorado branch used a 450 horsepower General Electric diesel from 1954 until the end of operations in 1960.

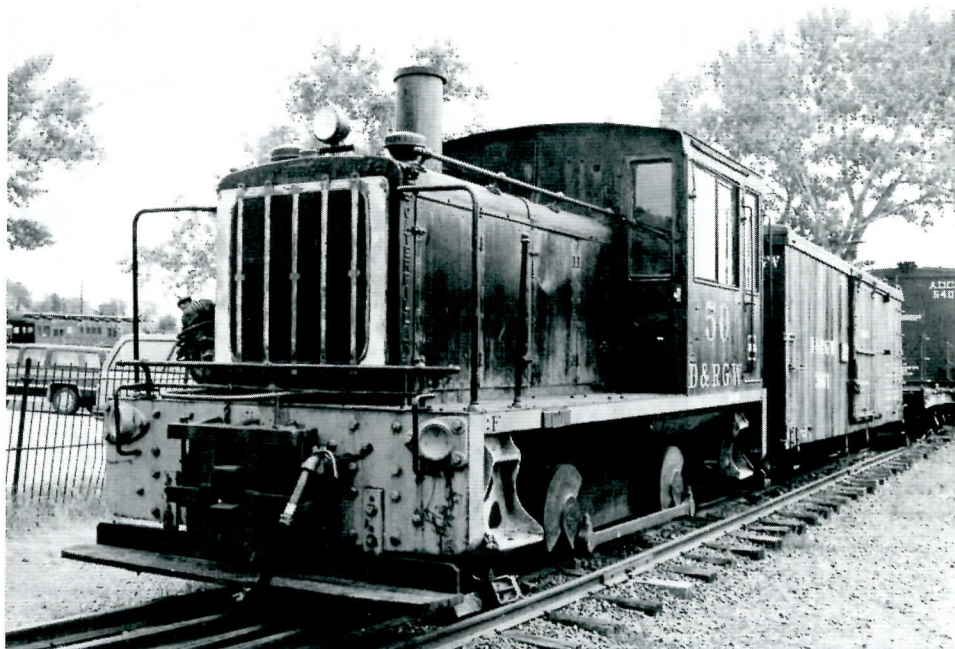
There were two North American common carriers that dieselized completely. The White Pass & Yukon was the first of these. Between 1954 and 1966 they purchased eleven diesels from GE. These are the shovelnose diesels of 800 - 900 horsepower with Alco engines. Because of these diesels,

they could phase out steam in 1964. From 1969 to 1971 they added ten 1200 horsepower Alco DL535E's. These locomotives look more like traditional roadswitchers.

The second railroad was fully Canadian, none other than the 3'-6" Newfoundland Railway. This railroad dieselized fully by about 1957. They started with some 380 horsepower General Electric switchers. The Canadian National took over in 1949, and began to equip the railroad with Canadian General Motors road units, starting in 1952. The first group was 1200 horsepower C-C NF110's in 1952-1953. In 1956 they added six 875 horsepower B-B G8's, which are generally considered export models. Between 1956 and 1960 they added thirty-eight 1200 horsepower C-C NF210's. These GM models had the traditional roadswitcher look.

In other parts of the world, there are narrow gauge railroads that still are viable operations using all sort of diesel power, some of it made by US vendors like EMD and GE, and they are all not 1200 horsepower and under either.

One railroad, which uses larger diesel locomotives, is the meter gauge Vitoria a Minas mining railroad in Brazil. The January 1997 *Trains* it mentions that this railroad bought ten new BB40-9W diesels from General Electric following twelve sisters built in Brazil. These are



The D&RGW's lone narrow gauge diesel was No. 50, a 200 hp Davenport-Besler diesel-mechanical purchased in 1963 from the Sumpter Valley. The locomotive dates to 1937 when it was newly built for the SV. *Dave Heine*

huge, 4000 horsepower diesels on B-B meter gauge trucks, with a total of eight axles. This is on a track gauge that is only 3.37" more than the US narrow gauge standard of 3'. These are not the only large diesels this railroad has. They also have some EMD D-D SD45's. These are an SD45 on D-D meter gauge trucks. This railroad likes large eight-axle power. Now we know that all narrow gauge diesel locomotives are not in the "critter" or "switcher" class.

What are your options if you want a diesel locomotive? Railmaster Exports

makes several Sn3 (Sn3-1/2) kits for narrow gauge diesels, including those of the White Pass & Yukon, and several models used on foreign lines. PBL imported brass models of D&RGW #50, and Tomalco made a kit for the same locomotive. Besides the kits and brass, there is always the option of building one.

Well, what about my story? I am planning to continue this in another column where I will describe a "large" diesel I built, and also a smaller boxcab type diesel. Both are relatively low cost

projects. As always, write if the mood strikes. *Note: The former Tomalco kit is now owned by Banta Model Works - See Extra Board.*

Contributions or Comments:

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5758 Bel Air Dr.
Coopersburg, PA 18036
E-mail: a322@lehigh.edu

SPECIAL AWARD PRESENTED TO BILL KRAUSE BY CONN. S GAUGERS

Legendary S gauger Bill Krause recently celebrated his 82nd birthday, and the Connecticut S Gaugers presented him a plaque commemorating his founding of the organization some 16 years ago. The plaque reads:

Bill Krause, Connecticut S Gaugers Club Founder Truly Dedicated to the Promotion of "S" Gauge Trains, Especially to the Young. A National Authority, Leader, Spokesman, and Most of All, A True Friend to Everyone Who Has Ever Known Him. The Members of the Conn. S Gaugers.

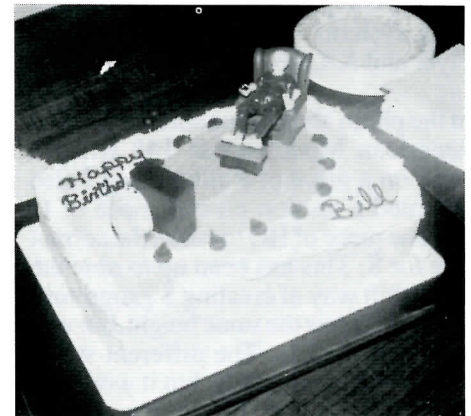
Bill Krause designed a logo for the Connecticut S Gaugers and this was inscribed on the plaque. Bill is a fan of the Pennsylvania RR and has built detailed passenger and freight cars in S for that road. His own home railroad is of modular construction and is called the Lester Central S Gauge Railroad. He pioneered modular standards which were adopted by the NASG which, in turn, have been submitted to the NMRA to be the standards for S scale.

Bill founded the Connecticut S Gaugers as an informal group which met round-robin style at members homes. He has coordinated the building of individual modules, which then would form the complete layout when brought together by the individual members for the purpose of displaying at various train shows.

The Connecticut S Gaugers consists of members from Connecticut and the

nearby states of New York and Pennsylvania. Members in many other states subscribe to the newsletter, which until recently was edited by Bill himself. He wrote and edited a prolific newsletter and included various topics including layout design, construction tips, wiring and general meeting news.

Bill started out in S scale as an operator of American Flyer trains. Over the years he has slowly evolved into an S scale modeler with his home layout having code 100 and code 125 track. As far as the club is concerned, he has favored the acceptance of all forms of S - scale, hi-rail and AF.



The Connecticut S Gaugers also presented Bill this birthday cake for his 82nd birthday.



Bill Fuhrman (left) is shown here presenting Bill Krause (center) with the plaque commemorating his founding of the Connecticut S Gaugers. Vice President Steve Kutash is at the right.

Photo by Dave Pool

S CORK ROADBED FROM SCENERY UNLIMITED

By Jeff Madden

Scenery Unlimited has finally made available the familiar 2-piece cork roadbed is S scale. These are designed for standard S gauge and will come in 36" lengths just like that in the other gauges.

The sample pieces (see photo) were 2-3/8" wide and 3/16" high. Don's term for the roadbed material is "Railbed". Any of the popular S standard gauge track systems will fit on it, including Flyer and K-Line.

In the photo above I mounted a piece of American Models code 148 straight track on a piece of Railbed, and I also mounted a section on one piece of O and one piece of HO to make the correct size for S. This has been up to now the makeshift way of creating S gauge cork roadbed. It was the same height, but was only 2-1/4" wide. The different styles should match up easily, but it would be wise to pre-check the heights of the different brands if you're mixing the old method with Railbed.

There are no switch blocks available, but it's really a simple matter to take one of the roadbed halves and make it follow the curvature of the diverging track and then just fill in the gap with scraps trimmed to fit.

Using Railbed will improve track appearances and provide some sound-deading. The pre-beveled roadbed can be trimmed easily with scissors or razor knife. A "white" glue will permanently bond this to wood, foam core or Homasote.

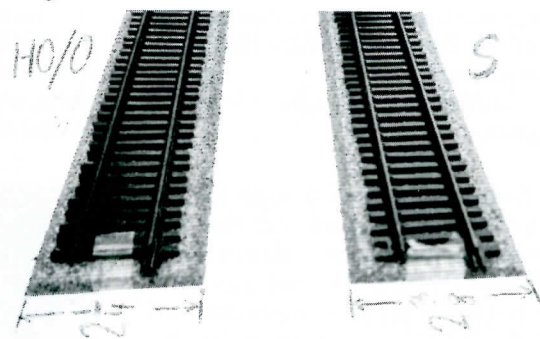
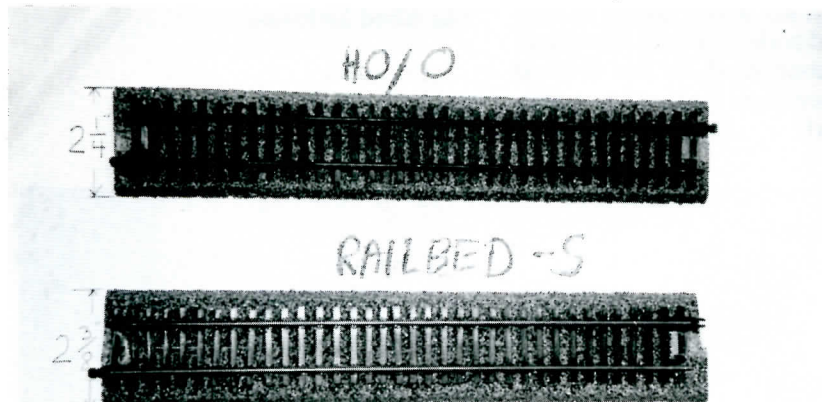
For those not familiar with cork roadbed - it splits into 2 lengthwise halves with a bevel on one side. Installation is typically first gluing one half down following a centerline drawn on the sub-roadbed or tabletop and then gluing the other half against the first. (some temporary tacks can hold curves in place while glue is drying).

Spikes will hold ready-to-run track reasonably well to the cork, but longer

spikes (1/2" or more), nails or gluing might lessen the chance of track becoming loose. Track with thicker ties (like Corona or Gargraves) should probably be held in place with long nails that protrude through the cork to the subroadbed to hold it in place. If ballast is glued down on the roadbed after the track is installed, the track can be held firmly in place with even short spikes or only a few nails.

The sample roadbed I received needed a bit of light sanding to take off a lip at the top of the bevel. I would recommend painting (spray or brush) installed roadbed before laying track. I usually use a gray color to match any ballast applied later.

Narrow gaugers need only to stick to HO roadbed, but for standard gaugers this product fills a void. Scenery Unlimited sells Railbed by the case only (25 pairs, 3' long) which gives you 75' of roadbed. If you like to use cork and want thicker roadbed, you can stack Railbed on top of O scale roadbed - it will just make the bevel longer, but will make the total height 3/8". This might be good for a heavy mainline. Each case is \$36.95. Include \$8.00 S&H if ordering by mail. Illinois residents add 7.75% sales tax.



Photos show new S Railbed compared to tried and true O/HO combo. Track shown in these shots is American Models code 148. Height was the same. Width just a tad difference.





THE MINUTEMAN EXPRESS

CELEBRATING 50 YEARS OF "S"

JULY 8 TO 12, 1998

1998 NASG CONVENTION UPDATE

The Minuteman Express is highballing towards Worcester, Mass. Do you have your ticket yet? We hope so, because we've got a great Convention planned. There is an unbelievable program of activities with something to please every S Gauger and, in fact, the whole family. For the details, please review the Convention article in the December issue of the Dispatch or check our website at: <http://trainweb.com/crocon/NASG1998.html>

First, a couple of housekeeping items--

In the discussion of the Model Contest in the last issue of the Dispatch, we failed to mention the Junior Modelers Division. That's right a separate contest for juniors with its own plaque and awards. So, for all you kids and teens; if you have to come to that boring, old NASG Convention, why not bring along a model and enter the contest? You might win a prize and show up your dad!

PLEASE NOTE THIS IMPORTANT CHANGE

The date of the Providence & Worcester RR and Union Station Tour has been changed. It will now be held on Thursday, July 9, 1998 from 9:00am to 12:00pm rather than on Saturday, July 11th. The change will give us a much better tour, since there is a lot more activity on a weekday for both the P & W's operations and the renovation of Worcester's Union Station.

Did you know that the original P & W began in 1847 and was one of the country's first railroads? Its roadbed had been the towpath of the Providence and Worcester Canal; which the railroad replaced, because the backers wanted a more reliable means of moving goods between the port of Providence and the growing city of Worcester. At the P & W we will visit their intermodal yard, the operations center and their engine maintenance facilities.

Our Union Station visit will begin with a briefing on the renovation plans by our guide and the Project Architect, Ms. Julie Martin. She will show us

photos of the original construction circa 1910, a model of Union Station incorporating the planned reconstruction, and then a full tour of the ongoing renovation.

UNION STATION LOOKS DOWDY NOW...



BUT IT WILL BE GRAND ONCE AGAIN

A SUPER LINE UP OF CLINICS

Gene Kelley has scoured the world (well almost) to enlist our talented and interesting group of clinicians.

As of this writing, we will be offering 12 different clinics over the four days of the Convention. Sessions will be held Wednesday and Friday evening, from 7:00 to 9:00pm, Thursday afternoon, 2:00 to 4:00pm, and, lastly, Saturday from 1:00 to 3:00pm.

Several of the clinics were previewed in the last Dispatch. Here are a few more that you will not want to miss!

Modeling in Styrofoam - Randy Sappo, Award winning NASG and NMRA modeler, will conduct a clinic on creating buildings and structures using Styrofoam materials and techniques.

FABULOUS TOURS, OUTSTANDING LAYOUTS, GREAT CLINICS, TWO HALLS FILLED WITH S GAUGE AND A NEW ENGLAND SUMMER!

Weathering - Jay Rogers, Bristol Club member and NASG/NMRA award winner, will demonstrate his techniques for weathering metal, wood and plastic using paint and stain. He will show how to create knot holes, cracks and the effects of aging to add realism to your models.

Tom Doherty of Pennsylvania Heritage Models, will conduct a clinic on the installation of his replacement drive and chassis into an AF Baldwin shell for improved operation. The conversion does not affect the value, just re-install the Flyer chassis when you want to sell the engine.

Building Gargraves Cross-overs by Don Hasenzahl of the Bristol S Gaugers. Don will show us how to construct x-overs (diamonds) in various degrees with Gargraves track. He has used these methods successfully on his own large high-rail layout. **P.S., Don's layout can be seen on one of the scheduled layout tours.**

New Techniques for Scenery Construction - Dave Frary, nationally acclaimed author on scenery methods and layout construction, will give a hands-on session showing his newest techniques for making lightweight scenery using water soluble materials as described in his book "How to Make Realistic Model RR Scenery". Bring your scenery questions and ideas, it will be a great clinic.

Charles Bettinger of the J & E Train Depot, will present his technique for painting scenery back drops the simple and easy way. All great layouts need back drops to create forced perspective and the image that the layout is larger than its space, so come and learn how to improve your layout.

And don't forget the best clinic of all -- The Lives and Times of S Gaugers -- to be held every night in the Holiday Inn Lounge, starting about 10:00pm.

A HUGE SUPPLY OF S GAUGE

Our two show halls will be overflowing with S gauge from scale to tinplate. With the recent mailing to dealers and manufacturers, table reservations have been coming in at a brisk pace. **If you have not received a mailing and are interested in participating as a dealer or manufacturer, please contact:** Doug Peck, Fax: 978-465-8798, Email: Portlines@aol.com. **Any individual who would like a table should contact Doug as well.**

There will be three layouts at the show including the Bristol S Gaugers' 14' x 24' pike with the John Porter scratch-built Howe Truss bridge, turntable and roundhouse and Win Braser's New Bedford Station.

The Connecticut S Gaugers will be operating their 10' X 26', all code 125 layout. Running both scale and hi-rail it features cab control, a twelve foot yard and a double-tracked branch line (off one corner) which with Stan Stokrocki's 6 foot module for switching operations.

The 10' x 20' double main line layout of the New Jersey S Gaugers will also be running. Tinplate to scale with AF, AM, SHS and scale brass motive power, the layout is equipped for AC, DC and DCC operation. Several A.C. Gilbert operating accessories provide great "kid" appeal.

DEALER / MANUFACTURER HALL HOURS

WEDNESDAY, JULY 8TH
7:00 PM - 10:00 PM

THURSDAY, JULY 9TH
9:00 AM - 5:00 PM

FRIDAY, JULY 10TH
6:00 PM - 10:00 PM

SATURDAY, JULY 11TH
8:00 AM - 4:00 PM

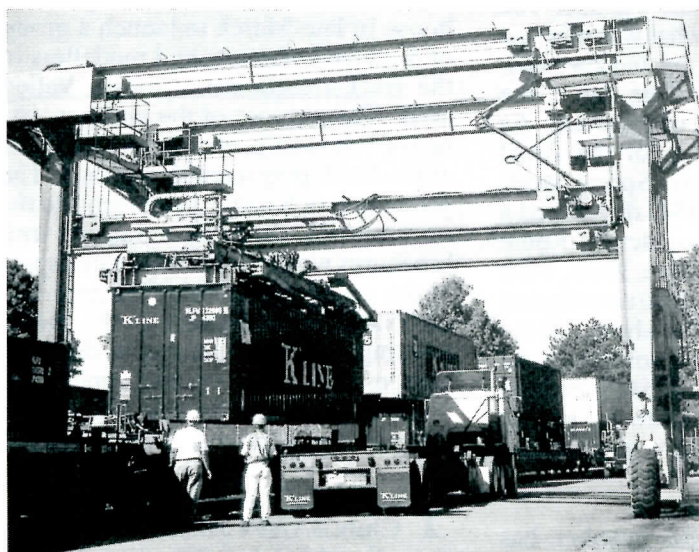
THERE IS SOMETHING FOR EVERYONE AT THE MINUTEMAN EXPRESS!!!

MASSCENTRAL RAILROAD--A GREAT TOUR TO START YOUR CONVENTION WEEK

Wednesday's railfan trip to the MassCentral RR is shaping up to be a great tour. Steve Fontaine, the railroad's VP of Marketing has found us the perfect tour guide. One of the MassCentral's engineers, **Al Randal, is an S gauger, and he has volunteered to show us around.** We will start with the intermodal operation at the Railroad's headquarters in Palmer, Mass. **The MassCentral interchanges with CSX, and the New England Central in Palmer.**

Then we'll hop back aboard our motor coach and follow the 40 mile route of this busy short-line freight hauler. **There will be plenty of photo opportunities along the way as we visit the MassCentral's several bulk transfer operations** including a plastic pellet / hopper car unloading facility and their lumber and steel reload and storage operations.

Does this sound great, then register soon as this trip is limited to 50 people. The tour leaves the Hotel at 11:00am and returns at 5:00pm. A boxed lunch will be provided and is included in the price.



MassCentral's Busy Intermodal Operation

A WORD FROM OUR WOMEN'S COMMITTEE CHAIRMAN--MAUREEN RILEY

The response to our alternative program has been tremendous thus far. Over 50% of registrations have included spouses.

New England is a wonderful place for a summer vacation with lots to do. And we've planned a fun tour for non-railfans on each day of the Convention. Old Sturbridge Village on Wednesday, Lowell National Park for Thursday, On Friday--Newport Mansions and shopping and Saturday's trip to Boston for museums, sightseeing or a visit to Quincy Market. All the tours are listed on the enclosed Registration Form.

In addition, we have a couple of other activities on the schedule. **On Wednesday evening in the Women's Hospitality Suite, you are invited to an icebreaker party for non-railfans.** Visit with some old friends and make some new ones too. We also have tentative plans for an excursion to downtown Worcester on Friday evening.

We look forward to seeing you in July.

FOR MORE CONVENTION INFO CONTACT

THE MINUTEMAN EXPRESS

C/O CHET BROWN
14 LINDSEY AVENUE
BEVERLY, MA 01915
978-927-3918

E-MAIL: CTRAINS707@AOL.COM

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gauge Railroaders (BSGR)** recently sponsored their Tracks and Trains VI, in Topsfield, MA. The **BSGR** organize and operate the show, showcasing S gauge with their detailed and scenicked layout. The layout features a spectacular wood trestle and an operating rotary car dumper. This layout will be on display at the forthcoming NASG convention that the group is hosting in July, and was featured in a photo in the last issue of the *Dispatch*.

The **BSGR** displayed their layout at the Greenberg train show in Wilmington, MA., in April. They are planning to have a picnic at the home of Ruth and Don Hasenzahl, in Southboro, MA. on June 14. The group will be planning last minute details for their upcoming National convention in Worcester, MA. Doug Peck, editor of the newsletter, had an article on weathering the deck of an SHS flatcar.

The **Conn. S Gaugers (CSG)** held a celebration honoring their founder and mentor, Bill Krause. Bill was presented a plaque commemorating his dedication to the promotion of S gauge trains to old and young alike. The plaque was presented by Pres. Bill Fuhrman and V.P. Steve Kutash. A logo for the **CSG** designed by Bill Krause was inscribed on the plaque. Bill celebrated his 82nd birthday recently and the **CSG** had a special cake at their meeting at member Bruce Carter's home.

The group displayed their layout at the Cheshire Ram Band High School train show, in March. The band has been having the train show in the high school for some 20 or more years, and this year they will attend and march at the Rose Bowl parade in Pasadena, CA. Craig O'Connell is Secretary of the group and coordinated the operation of S trains at the show. NASG member Gary Clark had several tables at the show and was located in a classroom where he displayed AF trains for sale. These included "mint, new in box, never run, please do not touch", to parts.

The **CSG** also brought their modular layout to a train show in Fairfield, CT., at the Tomlinson Middle School. The group usually sets up in a classroom, but this year their layout was in the cafeteria with other modular layouts (the tracks seem narrow for S gauge trains). Construction of the electric control boxes for their layout is progressing under the effort of several members. The **CSG** is planning to bring a modular layout to the NASG Convention in July, assuming that they have membership support from those having modules. They are also planning to try to bring their layout to a train show in August which features many S gauge suppliers and dealers. The show is held in New Haven, CT., and this will be the third anniversary of the show which originally included a recognition of the 50 years of A.C. Gilbert train manufacture.

President Bill Moore of the **South Jersey S Gaugers (SJSG)** brought the first meeting of the group to order in the Bellmawr Fire Hall, in January. This is a milestone for the **SJSG** because they have outgrown meetings at members homes. The membership turnout at their meetings has made these gatherings at members' private homes impractical, for space reasons. They recently started another of their secret project contests, and a letter from those who wished to participate was due. The letter should indicate what was planned for the secret project by the member. The secret projects will be due at the Sept. business meeting of the group. As part of the advertising for the April Bellmawr Fire & Rescue Spring Meet, Bellmawr, N.J., the **SJSG** developed a banner which was hung across Route 168 to advertise the show. Wow, what S gaugers! Chick Viggiano coordinated the table rental for the show. Door prizes for the show were solicited to be awarded at the show. **SJSG** members were asked to participate by giving suitable items that could be used as door prizes.

Mike McConnell, **SJSG** member, has set up a web site for the group, and a recent newsletter from the group advertised the NASG web site. The

group holds what they describe as **SJSG** Play Trains Meetings, in the Winter months at various members' homes. Joe Sullivan hosted one in March, and Dave Avedesian hosted the group on a layout tour in the Baltimore area in April. Member Bob Foster hosted the group in May. Ed Claypoole edits the newsletter of the **SJSG** and always includes interesting articles which include tales of his travels with other club members to various and sundry train and model train points of interest.

The **Neshaminy Valley AF Club (NVAFC)** were hosted in March by member Joe Fisher. The group sponsored an all-gauge train show at the Trevoze Fire House, Trevoze, PA., in March. Mike Hudek coordinated the table rentals at the show. Glen Ritter edits the group's newsletter. Jerry and Theresa Hillier hosted the group recently in Cheltenham. The **NVAFC** held a dinner meeting at Ye Olde Ale House in mid April and planned a field trip to York, PA. around the same time. The eighth anniversary meeting of the group will be held at member Mike Hudek's house in May.

The **NVAFC** is in the process of having a constitution or by-laws that can be used loosely in the operations of the group. They plan to have a treasurer and a secretary because these officers' functions are essential to operation of the group, as it is now operating. They are actively looking for places to display their operating layout and have contacted the Great American Train Show and Greenberg organizations.

Glenn Ritter hosted a meeting at his house in late-March to launch a group of S gauge collectors and modellers in the Bucks/North Penn/ Indian Valley area. The purpose of the group would be for fellowship, encouragement, and aid in developing members layouts. The promotion of S gauge in all forms to the community through a layout and brochures would be an important aspect of the group. John Foley, Eastern V.P. of NASG was a guest at the initial meeting. Flyers announcing different sources of S gauge products and trains were distributed to bring possible interested persons to the initial meeting.

The **Baltimore Area AF Club (BAAFC)** made a field trip to the Northlands RR Exhibit in Flemington, N.J., in February. It is predominantly an HO layout, billed as

the "World's Largest Miniature Railroad". The group was hosted by member Monte Heppe in January, and had the opportunity to watch a nine-panel AF All Aboard layout in operation. It was interesting to see the All Aboard set in operation, its design, and all of the scenery which was designed into the panels. In addition, Monte is building another layout which has most of the benchwork and much of the trackwork completed.

The BAAFC is in the process of designing and ordering a custom tank car in S gauge which will sport the logo of a local oil distributor. The car will be made by Downs Model RR Co. and delivery is expected in May or June of this year. The group set up their portable layout at the Greenberg Model Train, Toy, & Dollhouse Show in Timonium, MD.; and the TTOS meet, Annapolis, MD., in March. Member Jim Patterson hosted the group in March in Silver Spring, MD. They are contemplating whether to display their layout at the Greenberg show in Chantilly, VA., on July 18 & 19.

The BAAFC is tentatively planning to visit the SJSJ group in May, and will have a meeting at the home of Ron Kolb during this month. Ron coordinates the group and edits the newsletter, which includes "cuts" of AF 4-8-4 steam locomotives.

The Altoona Area Train Collectors Club (AATCC) meets on the second Sunday of each month, and is coordinated by Gregg Miller, Pres. The group recently elected officers which include Gregg, Pres.; George Thompson, V.P.; Eugene W. Bettwy, Treas.; and Paul D. Gurchik, Sect'y. Their portable layout was described in recent issues of the *Dispatch*, and includes many custom built and free-lance structures. Various members have contributed to the construction of the layout and the scenery and structures thereon. The layout took first place honors at the Greenberg Train, Dollhouse, & Toy Show, Monroeville Expo Mart, Monroeville, PA., in February. The layout was displayed at the Frankstown Armory Train Show in March and is set up at winter holiday time at the Altoona Railroader's Memorial Museum. This museum was open at the time of the NASG convention several years ago.

Kelvin White organizer of the **American S Scale Circle (ASSC)** sends information on that group's activities. The group is an informal one for those interested in modelling American railroads in S scale. The participants are in and around Oxford, England. The ASSC coordinates loosely with the *Canadian S Scale Quarterly (CSSQ)* group, based in Canada. ASSC member Mick Flye wrote in a recent newsletter of attending the April or October two-day train show in York, PA. Seven halls with about 150 tables in each hall takes a day to get around in. Mick wrote that if you see a bargain, buy it, because you may never remember where you saw it. There is something for everyone, - O, S, HO, H-trail, and scale.

Kelvin White edits the ASSC newsletter and has an article on: *Designing the Dream Layout*. Alex Binkley, Simon Dunkley, Michael Larcombe, and Mick Flye also contribute to the newsletter, along with others that might take up Kelvin's invitation to do so. The newsletter includes good black and white photo copies which show models and prototype railroad subjects. There is a layout design for the Whiteoak, Finistere & Southern, a layout designed by Kelvin as the future occupant of his new garage, in a recent newsletter. Kelvin has built an exhibition layout, Kerneek, that was brought to the South Hants MRC 29th Annual Exhibition at the City of Portsmouth School, Fratton, Portsmouth, England in March.

Paul Raham coordinates the **Canadian S Scale Quarterly (CSSQ)**, which is edited by various members of the Canadian group of S modelers. A recent issue edited by Denis Fortier presented designs for a forthcoming arm patch. Denis describes his introduction into S gauge and his modular layout, which is 35 ft. long. Operations on his layout, dFRAIL, are described in the newsletter. The layout can be operated with his laptop computer, using the Digitrak system. The CSSQ has 25 issues under its belt, and a summary of these with contents are included in a recent issue. Various authors edit the newsletter to spread around the responsibility and work of producing a useful and interesting publication. The issues are all well written and interesting to read. In March, Dave Mehew and Ron Scott of Peterboro held a joint open house. On

the second Sat. of each month Paul Raham conducts an open house and operating session on the Moira Valley Rwy. (S scale, of course).

The Potomac Valley S Gauge Assoc. (PVSGA) was hosted by Dan Vandrmause in January, and Steve Thomas and Terry Quinn in March. Dan hosts modeling workshops generally on a monthly basis and requests members to RSVP prior to attending. The next regular meeting is scheduled for May. Member attendees are asked to bring meeting agendas to keep things interesting and spread around the responsibility of organization of the group. The agenda could include a clinic or modelling demonstration, a RR slide show, a layout operating session, a modeling contest, etc. They should be designed to encourage attendance and participation (spread the S gauge word! - ed.)

Hilary Smith was welcomed as a new member of the PVSGA recently, and a detailed drawing of a layout prepared by Hilary was included in the recent newsletter. Richard Lind edited the newsletter, and scheduled the meetings in recent years. The responsibility of these tasks has been recognized and future activities of the group will include separating them to have more than one member bear these job tasks.

Southeastern Michigan S Gaugers (SMSG) were hosted by Dave Belanger, Waterford, MI. in March. Skip McDonald hosted the meeting in February. He runs Michigan Hobby and Paddle Sport, a hobby shop, and the meeting was held there. President Gaylord Gill conducted the meetings. Jim DeWitt is Treasurer, Sig Fleischmann and Dale Baker, Members-at-Large, and Gordy Michael, Secretary. Don Gates hosted the group in April, and Gaylord will host in May in Troy, MI. The SMSG is planning to attend the Spring S-Spree, Columbus, OH., May 1-3.

The Chicagoland Assoc. of S Gaugers (CASG) held a meeting in March at the Walther Lutheran High School, Melrose Park, IL. A recent issue of their newsletter included an article about the Lionel Corp. S gauge offerings and new items to be produced in 1998, edited by Rich Gajnak. Dave Sengenberger, Secretary, normally edits the club newsletter, but Michael Kroppe took over for the March issue of the

EXTRA BOARD

B&S NEWS RELEASE

The Building & Structure Co. announces the sale of Tomalco Brass Investment Castings and the D&RGW #50 diesel kit. The Tomalco line of brass Sn3 locomotive detail parts has been sold to Banta Model Works, RR1, Box 141A, Brattleboro, VT 05301. Tel: (802) 258-3869. Additionally, Banta Model Works purchased the Tomalco Sn3, D&RGW, #50 diesel kit and associated parts. Parts transferred to Banta include Tomalco part numbers T-2000 through T-2911, the locomotive and diesel parts, and T-4000 through T-4013, the elbows, unions, tees and clevises. Banta will also assume marketing responsibility for the old PIA line of Sn3 locomotive castings previously marketed by Tomalco. All of these parts will be sold under the name Banta Model Works.

Banta Model Works already does custom model building and produces a line of cast urethane structure kits in HO, S and O scales.

The Tomalco line of brass and white metal Sn3 white metal Sn3 freight and passenger car detail parts has been sold to Tru-Scale Models, Inc., 12874 County road 314B, Buena Vista, CO 81211-9708, Tel: (719) 395-8076. The products transferred with this sale include Tomalco part numbers T-3000 through T-3900. Tru-Scale had purchased the old Tomalco HO, S and O scale car kit line in 1995 and has marketed the kits under the Trout Creek Engineering label since. Cliff Mestel, Tru-Scale owner, says the newly acquired Sn3 parts line will also be marketed under the Trout Creek Engineering banner.

Tru-Scale also produces custom built turnouts and track accessories under the B-K Enterprises label.

The Building & Structure Co. will retain the Tomalco brand name and continue to produce S and Sn3 flex-track and turnouts under that name. B&S also produces an extensive line of quality laser cut structure kits in HO, S and O and does a few Hydrocal things in S.
-Pete Smith (618) 277-5518 - e-mail: psmith@apci.net

MODEL VEHICLE WEBSITES

To keep up to date with the many diecast vehicle releases in 1/64 you might want to check frequently on the following websites. Racing Champions: www.racingchamps.com; Penjoy trucks: www.penjoy.com; Winross: www.winross.com; Hartoy: www.hartoy.com.
- Will Holt

DEPT. OF CORRECTIONS

The pictures of Dody Stevens' modules in the December *Dispatch* were taken by Roy Inman, not Paul Inman.
-Dody *I must have had Paul Stevens on my mind* - Jeff

CAR WEIGHT TIP

Here's a dollar savings tip regarding weight material. Go down to your local builder's supply and buy some 1/16" sheet lead flashing to use for your car weights. Much less expensive and easier to work with than the hobby store variety. Make sure you wear gloves and a mask when working it, though. And wash up well as soon as you're done. Lead can turn you into a "dead head" real quick. I'll let a more experienced S brother explain how to compute the weight.
Denis Conway, Los Angeles, CA.
Just follow the NMRA weights - Jeff

BTS BUYS MASTER CREATIONS

David spence of Prescott, Arizona has sold his craftsman laser kit company to Bill Wade. This includes all trademarks, logos, equipment, inventory and works in progress. This gives BTS creater capacity and the incentive to produce more of the MC items in S. All existing orders and deposits on file with MC will be honored by BTS. Inconveniences caused by the move of items from Arizona to Florida are trying to be minimized. With this deal and the continuing expansion of projects, BTS is moving nearby to larger quarters.
- Stay tuned says Bill.

S IN NON-S PUBLICATIONS

Feb. '98 *Mainline Modeler* - 3/16" plans for Pullman 60' auto parts car and B&O E-27 2-8-0 (Did you see this Jettie?).
April '98 *Railmodel Journal* - Standard gauge S scale layout of Mike Fyton of Kansas City and articles on prototype 1940s 50' boxcar and SW9. Mike's layout will be featured at the Kansas City NMRA Convention on July 20-26 of this year.

Railmail from page 5

new arrivals of goodies, my opinion is that we need to remember what makes S great.

With the early AF, it was that the American Flyer was of higher quality and more accurate than Lionel, Marx, etc. I believe this is an important part of our S lore. S is the best size to show detail, to operate flawlessly, and still fit in a reasonable space. We need to take advantage of this and encourage our manufacturers to build to the highest quality standards, the ones that A.C. would insist on if he were building today. Building to the standards of AF in the 50s might appeal to the purest collector but will do nothing to grow S today.

So I 'd like to encourage all of us to thank our manufacturers for taking the risk on S, but to make sure they know we want trains that look great, run well and offer fair value.

Ken Zieska, Pines and Prairies S Scale Workshop. From E-mail to Ted Larson. *Ken is one of those helping prepare things for the NASG convention in Minneapolis in 1999. Ed.*

Dear Jeff: Please note that the NASG's website is being listed incorrectly in the past issues of the *Dispatch*. I know that you are probably getting varying info on what the real site address is so allow me to clear it up.

<http://trainweb.com/NASG/> *Note: lower case nasg will also work according to Craig.*

I'd appreciate it if you could make the correction in the next issue and prominently list the address in all future issues. Perhaps it should always be listed where the *Dispatch* address is given, etc... , but I'll leave that up to you.

I think you're doing a great job as editor, and I know how difficult it must be. Thanks for all the hard work!
Craig O'Connell, NASG website director.

FROM DODY - The P.O. doesn't forward *Dispatches*, so if you've moved notify Dody of new address.

Dues reminder!!! Memberships expire in June. Check your envelopes for expiration date. E-mail if not sure.
Dody Stevens, Membership
E-mail: crafter@swbell.net

Q: What is the makeup of the trees in the Christmas gondola? **Answer:** They will be of the bristle type stuck in a foam base.

Q: The inevitable questions about tooling and what is usable and not came up?? **Answer:** Dan indicated that they do have all of the old Gilbert tooling, including die-cast and plastic tools for locomotives. However, most of the tools are in bad condition.

Q: Sets? **Answer:** As far as ready-to-run sets are concerned, there are no plans to produce track in the immediate future, so RTR sets are a ways off.

Q: Accessories? **Answer:** None immediately forthcoming, but it was agreed that the best selling accessories are ones that interface with rolling stock.

The anticipated delivery schedule for 1998 is as follows:

- A) Boxcars
February
- B) GP9 and GP20
March
- C) C&NW caboose
April

NASG CLEARING HOUSE

NASG tee shirts, American Flyer tee shirts. NASG ball caps, patches, pins. Coupler height gauge and track and wheel gauges for scale rolling stock are available also. For those interested in the details contact Clearing House Manager William Mark. SSAE to 438 Rossway Rd., Pleasant Valley, NY 12569.

Products from page 7

These will go perfectly with the short Harriman passenger cars announced previously. Let Jettie know if you're interested in the long Harriman cars for the future.

The ATSF/D&RGW 2-8-0 project is coming along better than the previous PRR/B&O attempt. More reservations could be used though. Jettie is adding a WP 2-8-0 to this batch if there is enough interest.

Future projects might include Budd passenger cars.

- D) Bessemer hopper cars July
 - E) Conrail caboose October
 - F) Christmas Gondola November
 - G) Conrail SD40-2 December
- Refer to the February Dispatch for pictures and details of the 1998 line.*
- Jeff

The meeting adjourned with the comment that Lionel would continue to offer products for the "S" gauge market. We mentioned that the NASG has done numerous surveys for the "S" market, and these surveys are made available to all manufacturers.

In conclusion, Lionel's story for 1998 certainly was "good news." It was encouraging to hear it firsthand. The good news included such aspects as a renewed and strong commitment to the 1998 American Flyer line, an aggressive promotion program (web page site and separate catalog), the introduction of a number of new products with greater scale-like appearance and the promise for yet more and exciting products in the future.

The website is: www.lionel.com.

STEAM DEPOT (2038 Center St., Ashland PA 17921) is now offering a plastic GE ton diesel switcher. The units come in various stages at affordable prices. The basic unit includes shell, steel chassis with motor and 4-wheel drive gearing, 802 couplers, separate sideframes and do-it-yourself brass handrails. Scale DC is \$139.00. The deluxe version includes 8-wheel drive and installed pewter sideframes on a RTR brass chassis. Scale DC version is \$159.00. Hi-rail DC version is also \$159.00 but does not include couplers.

S-CALENDAR

May 1-3, 1998: 11th annual Spring S-Spree, Columbus, Ohio, sponsored by the Central Ohio S Gaugers. Info: contact Art Lofton, 6825 Cedar Brook Glen, New Albany, OH 43054. (614) 855-0988.

May 1-3, 1998: Northeast Region NMRA Spring Convention. Radisson Inn, Hyannis, Mass. Lalyout visits, clinics, contests, fan trip and auction. Registration open Fri. 3-9, Sat. 8-noon. Hotel reservations: (508) 771-5156; Registration info: (860) 568-5075.

July 8-12, 1998: NASG National Convention in Worcester, Mass., Lincoln St. Holiday Inn. Contact Chet Brown, 14 Lindsey Ave., Beverly, MA 01915 - (978) 927-3918.
E-mail: ctrains707@aol.com. Or website: <http://trainweb.com/crocon/NASG1998.html>.

July 20-26, 1998: NMRA National Convention - Kansas City, MO. Hotel is KC Marriott, downtown. Info: (913) 894-1255

Sept. 17-19, 1998: S-West III in Coeur d' Alene, Idaho. Will include a trip to Jess Bennett's S scale Great Northern Pacific. Final arrangements are not definite at this point, but you can contact Gil Hulin at 3895 Colony Oaks Dr., Eugene, OR 97405-6211 for an update. Phone: (503) 344-6858.

Oct. 31 & Nov. 1, 1998: National Model and Hobby Show, Rosemont, IL (Chicago area). Info. (847) 526-1222.

Nov. 6-8, 1998: Chicagoland Fall S-Fest, Holiday Inn, Matteson, IL. Andy Jugle, (630) 833-5394.

July 22-25, 1999: NASG National Convention, in conjunction with the NMRA, will be in St. Paul, Minnesota. In conjunction means at separate facilities with the option of attending the National (NMRA) trade show. Other NMRA functions will require separate registration.

Bids Open for NASG National Conventions -- 2000 and beyond. Contact Dave Held, Convention Chairman, 6154 Lanake Ln., Imlay City, MI 48444. (810) 724-5499.

CASG Flyer. Art Doty reports on area train shows and events that might be of interest to the members, as well as reporting on events and shows that he has attended.

Stateline S gaugers(SLSG) publish a newsletter that includes photos of trains and the Feb. issue included a nice one of an AF #350 loco obtained from Paul Yorke's web site. Dave Pippitt is the temporary editor of the newsletter. Dave Oberholtzer (a Director of the club) is hosting members of the module committee on the first Thursday of the month. The **SLSG** appropriated \$500 to purchase materials including model buildings, vegetation (S gauge), and accessories to be used on the club modules. Members Dave, Bob and JoAnn Shenk hosted the group in March. Art Doty was show manager for the Depot Stove Gang's 10th Annual Model RR Show & Swap Meet at the New Lena Elementary School, Lena, IL. Dave Pippitt was show mgr. in April at the NMRA Rock River Valley Div., Harlem H.S. North Campus Show, Rockford, IL. The **SLSG** set up their layout at these shows. Jim Larsen is Pres., and Andy Geerts, V.P. of the group.

The Central Ohio S Gaugers (COSG) sponsored and organized the 11th Annual S Spree, at the Holiday Inn East, Columbus, OH., on May 1, 2, & 3. They had many dealers including S-Helper Service, River Raisin Models, Bill's Train Shop, Des Plaines Hobbies, Terry's Trains, EG/RA Model RR., South Wind Models, John Heck, etc. Activities included a silent auction, picnic on Saturday, train races, and layout tours. Art Lofton, Jr. coordinated registration with able assistance from other club members. Alan Evans edited a column "Looking Down the Tracks" in a recent issue of the club newsletter. The column outlined the S Spree and need for members to help in setting up, running and taking down the event. A special custom S gauge car was available for attendees at the Spree. The car is a 50 ft. outside braced boxcar made by American Models. It is Vermilion red with silver roof and black lettering for the Toledo, Peoria & Western.

Roy Meissner hosted the **Badgerland S Gaugers(BSG)** in Merton, WI., in February. Gary Children hosted in March. It was reported in a recent newsletter that member Jim Starosta has a bad case of modulitis, and is

recuperating at home. It seems that the club or members have a quantity of unbuilt modules that are missing. Dave Sengenberger donated an answering machine to be used by the club for responding to telephone enquiries on the swap meets that the group sponsors. Dick Kloes organizes these but is seeking another member to take over the task. Dick is the new President of the **BSG**, Roy Meissner, V.P., Jeffrey Young, Treas., and Ron Schlicht, Sec'ty./Editor. **BSG** conducted a membership survey recently which was interesting. The survey gave information on the members interests and activities. The group held swap meets in March and April. **BSG** member Art Pratt has an S gauge layout comprised of 24 feet of modules. In addition, he is interested in Marx trains and has a layout to operate them. He is one of the more active members of the **BSG** and has redone his layout completely in the past several years.

The Pines & Prairies S Scale Workshop(PPSW) has a newsletter edited by Walt Jopke, Eden Prairie, MN. The group had a recent issue that included color photos of S gauge scenery and layout of Ken Zieska, the Minnesota Heartland Railway. The **PPSW** held weekly meetings in Jan., Feb., & March hosted by Dave Jasper, Ken Zieska and Walt Jopke. Ken Zieska is organizing a field trip for the group to the twin cities area starting in Minneapolis to see grain elevators and old railroad areas. This would be an excellent way to develop information for modelling.

Ernie Horr edits the *S-Train Rail*, newsletter of the **Inland Empire S gaugers Assoc. of the Pacific Northwest(IESGAPN)**. Dale Weiler distributes the newsletter. Members of the group attended the Great Inland Northwest Train Show at Spokane Community College in February. They had a sectional layout on display to showcase S scale. A member of the group, Dr. Andrew Devlin, passed away in January and will be missed by the group. He was a member for a number of years and collected all sizes of model trains and had an operating layout in S gauge. Ernie hosted the group in January, with approx. 15 members attending. Recent newsletters include a description of the White Horse & Yukon RR, a narrow gauge line and the history of the gold rush and early development of the areas.

DUES DUE!! DUES DUE!!

Dick Wholf edits a newsletter for the **Kansas City S Railers (KCSR)** which is called the *Switch Stand*. The publication includes plans for group meetings, and information vital to the S gauge members. Will Estes, the longest associate of the **KCSR** died recently. Will edited a column called the *OLD POP VALVE* in the old *S Gauge Herald* magazine. He was a pioneer of the gauge, offering methods to use available materials and supplies to operate S gauge trains when none was readily available. Using HO track by widening it to operate S gauge trains is an example. Dave and Kathy Engle hosted the group in January. J. W. Graham hosted in March, and Jim Bizorik in April. Dick Wholf will host on April 24, and Mile Fyten on May 8. Mike's layout will be on the Prairie Rail Classics and NMRA national convention layout tours.

Lee Johnson, Engineer of the **Bay Area S Scalpers(BASS)** reported in a recent newsletter of the group about the Sn3 Symposium held in Walnut Creek, CA., in February. It was a four day event that included a tour of Grandtline Products, and local layout tours. Many vendors had displays at the Marriott Hotel, where the event was held. Bill Roberts edits a column on Module News in the *Bass Waybill*, newsletter of the group. The newsletter is ably edited by Barney Daehler. Bob Caughey hosted the group in March in San Mateo, CA. A feature of several of the group's meetings recently has been operation of a sale table. The unwanted or unbuilt S related kits and models of attending members are sold to those who so desire. It is a sort of cleaning house activity.

Your Column editor wishes to thank those groups who make their newsletters and event information available for this column. Send your newsletters to me at: 11 Bittersweet Trail, Wilton, CT, 06897-3902



Stateline S Gauger Mac McGrath has a dog who prefers American Models vinyl ties over Gargrave's wooden ties or American Flyer tinplate ties.

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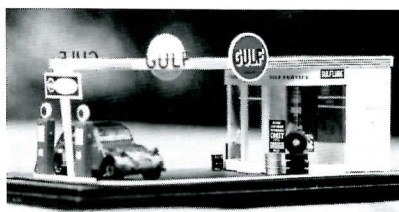
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Who and where they are.

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