Season's Greetings

December 1998 Volume XXI Number 6

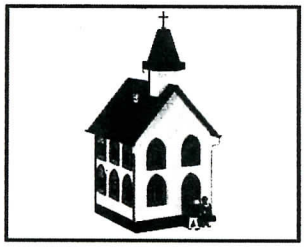
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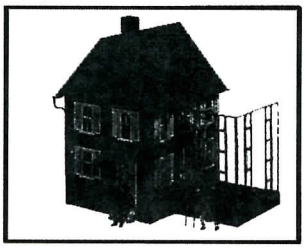
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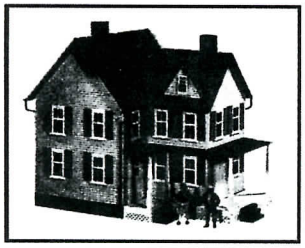
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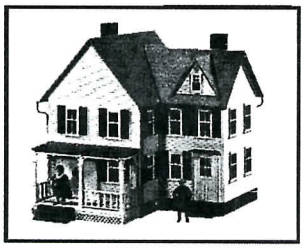
6351 SINATRA'S HOUSE



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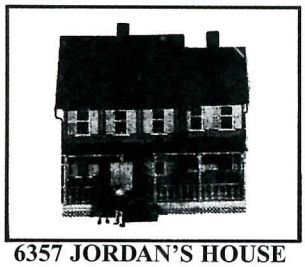
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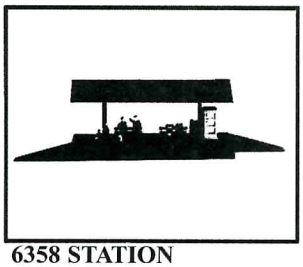
6355 KENNEDY'S HOUSE



6356 SIMPSON'S HOUSE



6357 JORDAN'S HOUSE



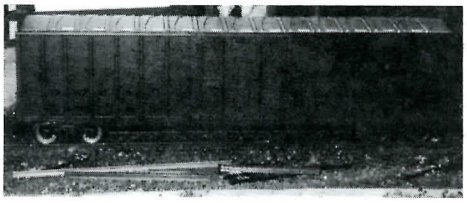
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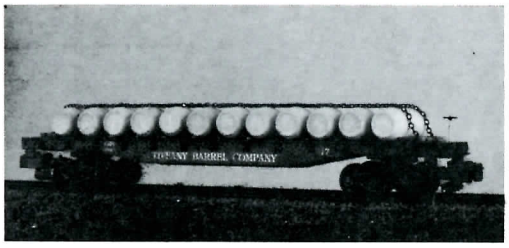
6095 O TRUSS BRIDGE W/BLINKING LIGHT

WHAT'S NEW?

Model Power shows these structures as O/O27 in their latest catalog. I believe some of them are offered by Mike's Train House as well. Obviously produced by Model Power. In either case all the houses are actually closer to S, and the platform and bridge would work for tinplate layouts. Each is listed at $29.99.



The Central Ohio S Gaugers still have some TP&W limited run 50' boxcars remaining from the '98 Spring Spree. This exclusive to the COSG from American Models is this modern boxcar in vermillion with silver roof and black lettering. The car is ready to run in either hi-rail with operating Flyer couplers or scale wheels set up for KD couplers (couplers not included). Cars are $39.00 plus $5.00 S&H. Send orders to COSG Car Order, P.O. Box 30345, Gahanna, OH 43230. Make checks payable to COSG TP&W.





New from Downs: Above is the new 40' Flyer-style flat car with barrel load - available in 20 plus roadnames, and the Baker's Chocolate tank car. Right is a prototype picture of a GATX tank train which Downs will produce in the Rusti tank car series. The Tank Train cars were hooked in units as a continuous tank-pipeline with shutoff valves between each car when in transit. Downs' will be sold in groups of 3 (I think).



NASG
DISPATCH
Official Publication of the NATIONAL ASSOCIATION of S GAUGERS

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

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
414-968-3729
E-mail: nasgdispatch@hotmail.com

NASG membership runs from July through June, including all **DISPATCH** issues for the membership year, irrespective of enrollment date. All applications, renewals and membership questions should be directed to:

The Membership Chairmen
NASG, Inc.
c/o Dody Stevens
9619 NW 71st St.
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816-741-1505
E-Mail: CraftRR@swbell.net

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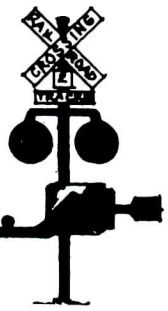
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COVER:

Top - Lionel '98 Christmas Car — Courtesy Lionel LLC

Bottom: Gary Ippolito Best in Class — Flyer Car at Worcester

ORDER BOARD



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THE DEADLINES for articles are the 1st of February, April, June, August, October and December for issues dated April, June, August, October, December, February, respectively.

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President's Message ...

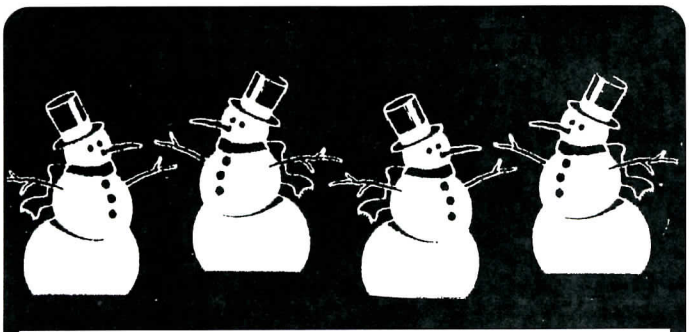
It's an excellent time of year to promote S gauge and to take advantage of the opportunities to find new people. A fellow approached me at a display a year ago, enthusiastically pointing at an engine. He had owned one like it more than thirty years ago. He began asking about the engine's origin, features and current availability. I assured him that despite the fact that it was now more than forty years old, a replacement could be found.

A couple of weeks later he had that very engine (a 1947 K-5), cars and track - he was back in S gauge! During the past year he has acquired more equipment, including compatible hi-rail products from several current manufacturers. He even has help from his wife who encourages him to buy something because she likes the road name.

This time of year is one of the best opportunities to find new S gaugers and to renew the interest of those who had put it aside. They're often amazed to find someone else with similar interests and surprised by the availability of current products.

I encourage you to get someone into S this holiday season. Trains have always been a part of Christmas. Continue the tradition!

Wishing each of you Season's Greetings and a Prosperous New Year.
Paul Stevens, NASG President
e-mail: craftrr@swbell.net.



Season's Greetings from The Dispatch Staff

RAIL MAIL

Dear Jeff: I have read both Rick Smith's and your opinions about realigning the NASG regions. Jeff, I believe, as you do, that we need representation on the BOT from our areas with less membership. At the last convention I said two new regions would be a good idea, and they could be the southeastern and southwestern. Rick has pointed out that the eastern region covers a lot of territory and has many members. In that regard I have to make a few points of my own. I was first elected to the BOT in '95 and membership was low in all regions. At the '95 convention Alan Evans asked the regional VPs to send out letters to derailed members asking them to rejoin. I have done this four times and retained hundreds of members plus some wonderful return letters.

Also, I have attended about 50 shows with the NASG banner and signed up many new members from all parts of the country. At these shows I help sell our cars and Clearinghouse items plus pass out S literature. These efforts add much needed revenue to the NASG treasury. I would like to thank Doug Peck and Alan Evans for supplying me with cars, Joel Lebovitz for sending promotional material, Bill Mark for supplying Clearinghouse items and Dody Stevens for membership information.

Regarding the region question, there is a committee looking into realignment. I think any changes we do make should involve the membership, so I plan on working on an idea of my own with the goals of adding members, creating a stronger NASG and promotion of S in general.
- John Foley, Eastern VP

The Head, Not the Heart: The recent action by Lionel in closing out the first new American Flyer offering in years only reinforces the conclusion that S scale's future is not with Lionel. More importantly, it is a wake-up call to all S scalers (term "scale" is intended to include the term "gauge" in this letter) as to where the future lies — IN BUSINESS DECISIONS.

Lionel made a business decision. The decision may have been made on a skewed and outdated view of S scale based on faulty and incomplete market research and ignorance of what's happening with American Models and S-Helper Service, but a business decision nonetheless. That has been the problem with S scale up to now - too many decisions seem to have been made with the heart and not enough with the head.

It is odd that the scale which A.C. Gilbert founded has become a scale of the "heart." From what I read, A.C. was a business man who developed all the great qualities we attribute to American Flyer not out of the goodness of his heart, but to sell more trains. If he were alive today, he'd be pushing lightweight scenery, command control, interchangeability/interoperability, new materials, RTR rolling stock and motive power and consumer choice.

For S scale to survive, let alone prosper, it (S scale) must return to that spirit. Decisions must be made with the head,

Continued on page 30

Jeff's Junction

S Vehicles...

'Tis a fairly good season for 1/64 vehicles. Not too long ago, even in the 80s, pickins' were slim. In diecast you had some Ertl, pricy Winross, a few Lledos and whatever Hot Wheels and Matchbox items were close to scale. Resin or metal kits were really scarce. Look at the scenes in the S gauge press. How often does a nice vehicle posed along with a train make or break a photograph? Where would a scale or Plasticville village be without some decent looking cars, trucks and buses?

In the early days (60s - 80s) Hot Wheels seemed to provide the most "toy" vehicles that were close to 1/64. These included the '40 Ford sedan, the '55 Chevy pickup (chopped top), '34 Ford coupe, the '32 Ford panel truck and some more modern cars. Matchbox had a few too which were close such as the Model A coupe and the King Size Dodge tractor trailer with the horse van. You did have to put up with the fat wheels and paint jobs were often gaudy. Most of these are still available today in recycled versions.

In the early '80s Ertl came out with the best scale-like variety of 1/64 diecast vehicles for its time. Some even had opening doors. These included the Dukes of Hazard series with the General Lee Dodge (now being re-run), a 50s series, some hot rod types and some muscle cars. To me the best of the lot were the '32 Ford coupe which came in plain beige and the bright green '50 Chevy fastback. Except for the tires these cars still look pretty good, and the tires can easily be swapped out for scale ones from Railmaster. You can still find these at swap meets. Later in the '80s Ertl did the 4-car 1930s Dick Tracy series which are real gems. Two are undersize, but two are almost right on - the 4d Chevy sedan and the '36 Ford coupe (the latter now available in the Thomas the Tank series).

Years ago Winross had a nice line of vintage White tractor trailers and some straight trucks. Alas the earlier '50s White trucks are not being produced anymore (cab over and conventional), but they still produce modern tractor trailers for the collectors and at collectors' prices - $40 plus.

A lesser known English company, Lledo, produced, and still does, some acceptable diecast vehicles. These can be found in collector toy stores. Many are useable in S, especially the straight trucks - vans, oil trucks, etc. The '37 Chrysler Airflow tank trucks and the '34 Mack trucks (various bodies) seem to be the best of the lot for S.

Now to the '90s, which have prooved to be the salvation for S gaugers as far as diecast vehicles are concerned.

Ertl continues to produce quality farm tractors (both modern and vintage). They also do some modern tractor trailers and now a '50s-60s' Mack. They make a 1950 Chevy pickup and stakebed truck, but these are a tad undersize. Ertl also produces some highly detailed 1/64 construction vehicles - graders, dozers, loaders, excavators, etc.

Some minor players in producing 1/64 diecast (modern) tractor trailers include Spec Cast and Penjoy. Fortunately for S, 1/64 is one of the standard sizes for producing collector trucks and farm toys.

Now around 1991, along comes AHL (Hartoy) with their vintage diecast and plastic short trucks and semis. S gaugers naturally went ga ga over these 1/64 beauties, and still do. These are highly detailed and have paint schemes to match the era of the trucks (for the most part). Unfortunately, production has been halted on these gems, probably due to overproduction. We hope this is temporary. AHL still produces some modern TTs. You can still find the vintage stuff at toy outlets and swap meets. BIll's Train Shop, Scenery Unlimited and a few other dealers still have some stock.

The most recent savior for S gaugers wanting regular cars and pickup trucks of all eras from the '30s to the '90s has been Racing Champions who stock the discount stores with lots of highly detailed vehciles. These cast and plastic cars and trucks come in Nascar stock cars, hot rod styles, and a plain Jane series called Mint Editions (Now Motor Trend Series). The latter has proved most popular with S Gaugers. Scales do vary, but most are useable. They vary from 1:55 to 1:65 for the most part. Racing Champions also produces a police car series which is also popular with S modelers. The paint schemes are all limited to runs of around 10 or 20 thousand which makes collecting kind of fun.

Recently, Johnny Lightning (a Hot Wheels clone) has been doing some nice 1/64 pickups and some useable hot rod types. You do have to overlook the fat tires, but detailing is nice.

A company called Code 3 is producing some highly detailed modern fire trucks and Chevy Suburban rescue trucks. These are diecast and plastic.

Now for the 1/64 wish list...

In my mind the number 1 missing links are utility type trucks from the '30s to present. Ertl, RC, Hartoy, etc. could produce some of these by utilizing their current pickup and semi cabs. Needed are: short and long dump trucks, ambulances, vintage fire trucks, mail trucks, phone trucks, delivery vans, garbage trucks, stake trucks, cement trucks, tow trucks, bottle delivery trucks (the old style coke and beer trucks), etc. A Divco milk truck should proove popular too. If a major manufacturer would produce some of these, they might consider marketing them as "action" sets with some figures in order to appeal more to kids - we adults wouldn't complain either. But stick to 1/64 puleeeze.

Number 2 missing links are probably buses. I'd like to see somebody do a series of 1/64 diecast and plastic buses which would include school buses, long-haul buses and city buses. These should vary from vintage to modern. Corgi's 1/50 series can point the way.

Continued on page 21

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN HI-RAIL (37695 Jeanette Ct., Spring Grove, IL) had the new Dreyfus Hudson engine and tender shells which are gorgeous resin castings designed to fit on a Flyer Hudson mechanism. Unpainted $130. (See Ballston Loco Works in Oct. report). Coming - Alco DL-109 shell.

AMERICAN MODELS (10087 Industrial Dr., South Lyon, MI 48178). Coming for 1999 are two more versions of the Pacific steam engine with accompanying passenger cars. The Elesco feedwater heater version will come in a New Haven Scheme and the other style will come lettered for the Milwaukee Road. DC locos $349.95; AC Flyer with whistle and bell $429.95. Sets including 5 lighted passenger cars will be (DC) $619.95 and (AC) $699.95.

AMERICAN "S" GAUGE (Classic Trains, 18927 E. Colima Road, Rowland Hts., CA 91748) is releasing a complete line of code 172 solid rail (AF compatible) track including turnouts and crossings. The track formerly known as "Corona Flex" uses solid nickel silver rail and plastic wood grain (realistically spaced) ties. There is a snap-lock system to securely hold sections together. Planned for 1999 production are 2.5" straight, 10" straight, flex track, and sectional curve pieces at 19, 27 and 36 radii. Three manual turnout sizes are also planned - based on the same three radii as the curved sections. Two X crossings are planned - 45 degree and 19 degree. These will be $10 and $15, respectively. The 10" straight sections will sell for $2.50 each and the curved sections will sell for $2.50, $3.00 and $3.50 each as the radius increases. Turnouts go up from $25 to $30 to $35 as radius increases as well.

Other accessories to be offered will be NS rail joiners, insulated rail joiners, power rail terminal joiners, track fasteners, electric switch motors and remote control buttons. See last month's insert for detailed price list. There are some pre-production special prices for turnout orders with pre-payment. Again see last month's insert. Website: www.classictrains.com

BACHMANN - PLASTICVILLE (Available in most hobby stores) has rereleased some all-time favorites. Pictured in an ad in the last S Gaugian are the Apartment Building, the Airport Terminal, the Airport Hangar, Union Station, Covered Bridge, Loading Platform & Shanty, Hobo Jungle, and Cathedral at list price of $16.50 each. Also pictured are the short Thru Truss Bridge and the Log Cabin at $13.00. Finally for $11.00 list the Water Tank is shown. Also, according to the AFSGSLA (ST. Louis) newsletter, other old-timers are also in production. These include the 2-story Split-Level House, Cape Cod House (2 per box), Police Station (with car), Fire Station (with 3 fire vehicles), Turnpike Interchange, Dairy Barn, Windmill (w/farm machinery), Diner and Frosty Bar.

BILL'S TRAIN SHOP (P.O. Box 561, Seffner, FL 33583) has some updates on the EBT line. The 3-bay hoppers are still delayed, but still in the works. The brass #11 and #12 are expected in 1999 for around $1300 each. The Coles station ($29.95) should be out by now. Reservations are being requested by BTS for the EBT Orbisonia depot. This will be a limited production laser kit and requires a $100 deposit. Total kit price is $300.00. These could be available by the time you read this. Any orders should inclued $4.50 S&H.
Website: www.btsrr.com. E-mail: bill@btsrr.com.

CRYSTAL RIVER PRODUCTS, INC. (P.O. Box 598, Conifer, CO 80433 - E-mail: crprod@earthlink.net) will be producing a line of Colorado style Victorian commercial business block structures. These will be laser cut wood craftsman kits based on structures around the Gunnison and Marshall Pass areas of Colorado. They will be doing all scales with S listed as one.

DOWNS MODEL RR CO. (314 Lehigh Ave., Gloucester, NJ 08030) has an ever-expanding line of modern RTR scale/Hi-rail chemical tank cars and 40' Flyer clone flat cars. The modern tank cars come in 4 lengths from 30' to 52'9" and have 38 plus roadnames. Prices range from $39 to $50, depending on paint scheme. Plastic Flyer-like RTR 40' flat cars come in 20 plus road names at a price of $28.00 each. Add $6 bucks for one of 4 specialty styles - bulkhead ends, pipe load, lumber load, barrel load and crate load.

Coming is the GATX Tank Train (pipeline train). New paint schemes on the regular tank cars include an 8,000 gallon car in the Baker Chocolate scheme at $50 plus some $39 Legend Series cars (varying lengths) - Colfax Shortening, Atlantic Gas, Atlantic Imperial Gas and Sinclair. Twelve page illustrated catalog is $3.00.

FOOTHILL MODEL WORKS (P.O. Box 5127, Oso, WA 98223 - 800-337-3547) has narrow gauge S decals available - mostly for western roads. Some Westside Lumber Co. Sn3 cars are also available. E-mail: jkitts@inreach.com.

HEIMBURGER HOUSE PUBLISHING CO. (7236 W. Madison St., Forest Park, IL 60130) has a new spring book coming by former S Gaugian Flyer columnist Paul Nelson - A. C. Gilbert's Famous American Flyer Trains. It will cover all facets of the trains and accessories. Price TBA.

INK WELL (P.O. Box 3053, York, PA 17402) offers a set of three die-cast roadside signs that are reproductions of American Flyer catalog covers. $15.00 for each set of 3. This may be the start of a series.

K-LINE (MDK, Inc., P.O. Box 2831, Chapel Hill, NC 27515 - 800-866-9986) still lists the S gauge track in its catalog: 54" curve, $3.45 each; regular straight, $3.45 ea.; long straight, $9.45 ea.; insulator pins (dz) $1.95; solid pins (dz) $1.95. Also streamliner passenger car rubber diaphragms (K4500-04-01) can be trimmed to fit S passenger cars. $1.00 each.

LIONEL LLC (50625 Richard W. Blvd., Chesterfield, MI 48051). The new 1999 Preview catalog shows only the Oil Drum Loader ($159.95), , which is a former Gilbert accessory, in an otherwise all O gauge publication. Other Flyer items are promised in a separate catalog. An odd item shown in the Preview catalog which appears useable in S is a dinosaur style gas station/cafe in the Rt. 66 series of accessories. Patterned after a thematic design of the 1930s, this resin cast structure appears to be useable in S. The price though is $199.00.

MODEL MEMORIES (P.O. Box 692, Bethel CT, 06801) has etched brass assembled and painted signals - platform (2 or 4 track), $70 and NYC Cantilever style, $68. New are I-Beam overhead catenary poles and hanger wires - perfect for interurbans, GG1s and EP5s. Each pole set includes 2 brass poles, 4 insulators, 2 resin bases, hanger wire and instructions. Pole sets are $16.85 and 4 sections of hanger wire (each 20" long) are $17.00. These are in S.

MODEL POWER (180 Smith St., Farmingdale, NY 11735 - 800-628-2803). MP has 6 houses, a station platform, a bridge and a church in RTR plastic which are listed as O/O27 items. The houses have also appeared in the Rail King line of Mike's Train House. Regardless, all of these items are useable in S with little or no alterations. Two farmhouses were reported on in the Dec., '96 *Dispatch* under MTH. The newest MP catalog, however, shows 6 homes, an "O" thru truss bridge, a church and a station platform. Each structure lists for $29.99. These are plastic, RTR. A couple of the houses could use some door work for S, and the bridge would be clunky for scalers, but otherwise these are some neat and affordable products.

MODEL TECH (7289 Westerfield Rd., Medina, OH 44256 - 800-264-9845) has some new laser craftsman kits and supplies which were seen at the '98 Fall S Fest in Matteson, Illinois. A catalog showed some further surprises for the future. These structures are architecturally detailed kits which include interiors. Available now are the Erie/B&O Sterling interlocking tower ($79.95), limited edition covered bridge ($170.00), and section tool house ($55.95). Promised are a Newton Falls, Ohio, B&O tower/station and a B&O style combination station. Prices TBA. Other detail items available include a freight wagon, shingles and wood grade crossings. Coming too - an operating semaphore.

PBL (P.O. Box 769, Ukiah, CA 95482 - www.p-b-l.com) announces some upcoming injected molded Sn3 cars - D&RGW drop-bottom gondola, D&RGW 6000 series flat car and RGS stock car.

PENNSYLVANIA HERITAGE MODELS (R.D. 4 Box 139, Birdsboro, PA 19508) has an S gauge power chassis available for the Corgi (1/50) diecast PCC trolley cars. These have 8-wheel drive, interior lights, operating headlight, 8-wheel power pickup, all brass structure and floor, and detailed brass wheel covers. Standard is DC power with 2 AC options availbable. Prices: Chassis only $149.95; installed in PCC car $219.95. Tom also has an adjustable chassis which will work on Hoquat or Pope traction cars. RDC is still in progress.

SCENERY UNLIMITED (7236 W. Madison St., Forest Park, IL 60130) has its new 158 page 1999-2000 all S catalog out. $7.95 plus S&H if you order by mail.

SOUTH PARK FINESCALE (8 Hendric Court, Kanata, Ontario, Canada - E-mail: billgm@magma.ca) will be producing brass kits of a Denver, South Park & Pacific Mason Bogie 2-8-6.

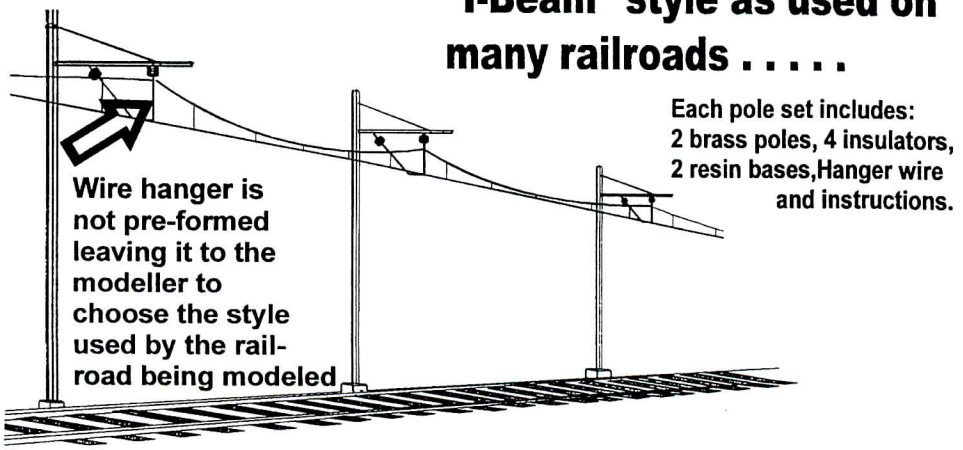
TCA 1999 CONVENTION CAR (TCA members). The TCA is NOT, I repeat is NOT, offering an American Flyer (by Lionel) convention car for 1999. Instead they will be offering a Chevron gasoline tank car by American Models for $45. Another new twist - no limit to members.

TOMALCO (Now on its own - formerly under the Building & Structure Line - P.O. Box 1296, Fenton, MO 63126) . As announced last issue, the B&S line has been sold by John Kalin and Pete Smith to Bill Banta of Banta Model Works. John and Pete will continue the track line of S and Sn3 flex track and Sn3 turnouts. S standard turnouts coming?

A note: Certain ex-B&S structures purchased by Banta Model Works will only last as long as current stock because these were licensed from Amercan Model Builders, Inc. The following will be discontinued when stock is depleted. Country Grain Elevator, Cumbres Station, Lake Jct. Station, Interlocking Tower, Wooden Container Loads, and Dill's Market.

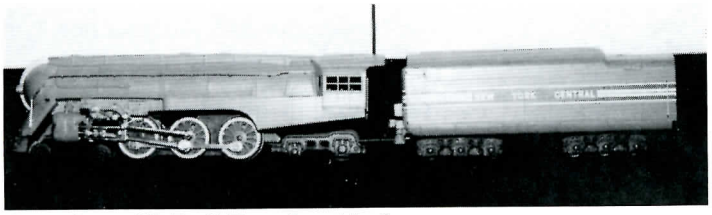
WALTHERS (5601 W. Florist Ave., Milwaukee, WI 53201 - www.walthers.com) has a new HO Cornerstone building called Milwaukee Beer & Ale. The footprint is 12-1/4 x 10 inches for $69.98. It looks big in the photos and should work in S with little or no modifications.

WESTERN SCALE MODELS (19441 Business Center Dr., #107, Northridge, CA) has a line of structure kits including S. New in S is a blacksmith shop with interior.

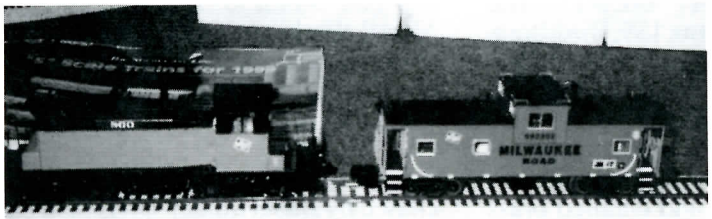


Model Memories has some new I-beam caternary poles and overhead wire available for S gaugers. This is just the thing for those Penn Heritage trolley conversions or the GG1 and EP5 locomotives. Two poles plus some wire run $16.85.

Locomotives



American Hi-Rail Dreyfus Hudson

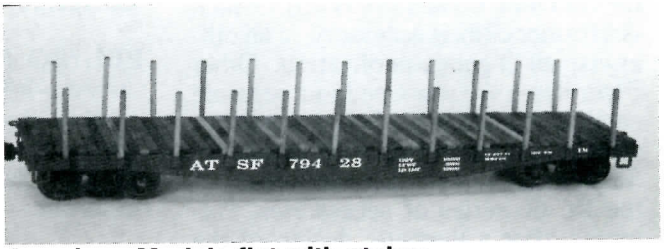


No, not an SW9 from S-Helper, an SW1

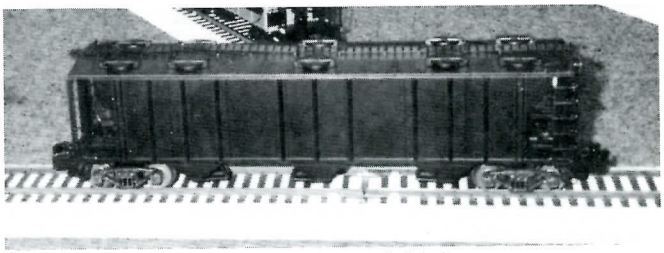


Brass GP30 - Bill's Train Shop

Rolling Stock



American Models flat with stakes



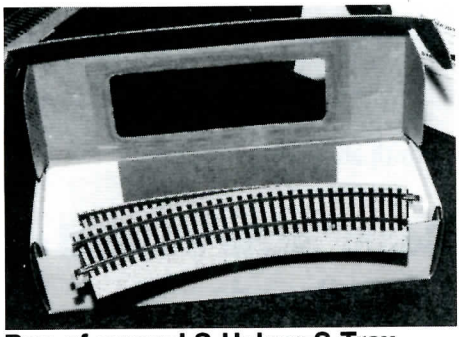
Undecorated long PS-2 from S-Helper

Structures:

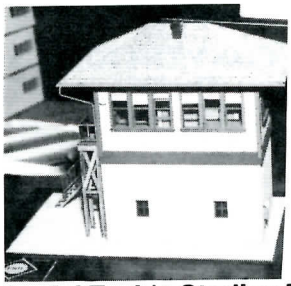


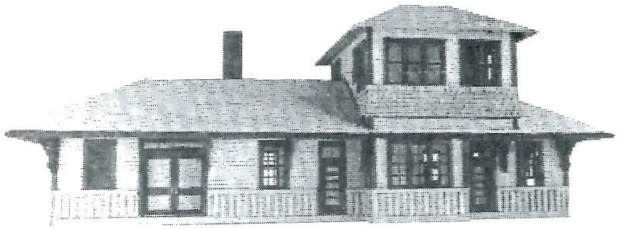
Orbisonia EBT laser kit station - Bill's Train Shop

Track

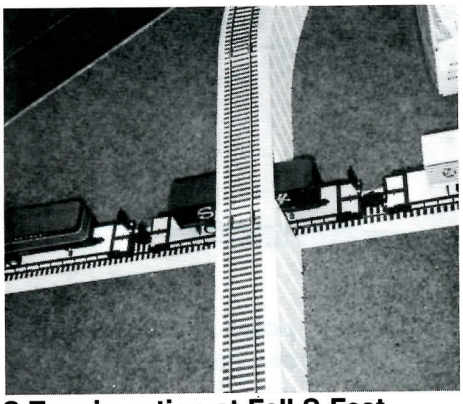


Box of curved S-Helper S-Trax



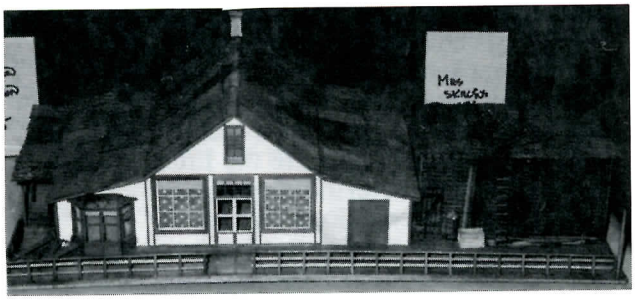


Model Tech's Sterling Tower and Newton Falls Station. These are laser kits of B&O prototype.



S-Trax in action at Fall S-Fest





New from Banta at left is 2-story stone shed, $74.95 and Skillians Store above, $98.95.

Short and Easy

by Kent L. Singer

Switch Machine Fix

FOOLPROOFING A DEL-AIRE SWITCH MACHINE

During the NASG Worcester convention, I got to tour Charlie Bettinger's excellent layout. While enjoying the generous refreshments, as others finished looking over Charlie's layout, I found myself standing next to Joe Scales. Not being one to let an opportunity go to waste, I asked Joe for a Short and Easy project. Joe didn't even pause before he launched into a description of an innovative way of mounting a Del-Aire Air Motor, known to most of us as a switch machine.

The mounting clip marketed by Del-Aire works fine in most applications, but occasionally, something a little more positive is desired. Cable clamps, available at most hardware stores, will do the trick nicely. The 3/8" ones seem to be the right size, but bring an air motor along with you when you go to get them, just to be sure. Two cable clamps per air motor, one at each end, is the recommended way (See Figure 1).

When fastening the air motor and cable clamps, it is a good idea to have air piped up to the motor so that it can be tried as you are tightening the screws. You want to get them just firm enough to hold the air motor from sliding, but not so tight that it distorts the body and restricts motion.

FIG. 9-1

Got An Idea? Perhaps you've created some detail to stick along your right-of-way, set on a loading dock, dress up a building, etc., etc. We're always looking for fresh projects. If you'd like to contribute, the rules are simple: The project should be somewhat related to railroading, and it should be capable of being completed in one or two evenings. You needn't worry about drawings or photographs. We can do the drawings and have photos taken. All that is necessary is a sketch of the project with some dimensions, a list of the materials and a short description of how to build it. Submit your ideas to: **Short and Easy, c/o Kent L. Singer, 912 North Rogers Ave., Endicott, NY 13760.**

BADGERLANDER EARNS BEST OF SHOW AT NMRA MEET

A "Not So Short and Easy" project was the scratchbuilt coal elevator which was built by Badgerland S Gauger Roy Meissner. Roy entered his S scale structure in the fall '98 regional NMRA model contest which was held in Princeton, Illinois. His excellent model took Best of Show in the structure category. Way to show off the scale Roy! Here's his story. - ed.

The prototype for this coal elevator was located in Merton, Wisconsin, along a branch line of the Milwaukee Road. It was built in 1912 and was destroyed by fire in 1954. The elevator was used to load coal into trucks or wagons for home or industrial use. It was part of the Merton Lumber Co.

There was a pit between the tracks where a hopper car would dump its load. The coal was then elevated by a bucket type elevator powered by a 1 cylinder gasoline engine. The engine was in the small attached shed. A movable chute in the top of the elevator would direct the coal to the correct pocket. The overall size of the structure was 26' wide, 60' long and 45' high, including the shed.

Much of the model was built board by board. Windows and doors are Grandt Line. Shingles are .015 thick Building & Structures cedar (now Banta). I added many nut and bolt castings. Coal chutes are made of brass and go up and down.

I only had one picture of the building showing the front and one side (the engine shed side). I also had a diagram of the entire lumber yard that gave the length and width. The former owners, an uncle and a cousin, were able to describe what the other two sides looked like. They also knew common building practices of the day. I also had some pictures after the fire that were helpful. From this info I made drawings and built the structure.

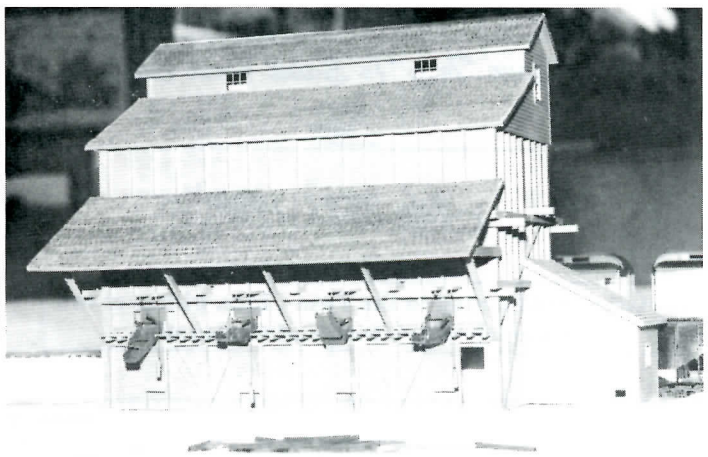
The building had a lot of empty space under the coal pockets. The lumber company unwisely stored tarpaper in this area prior to the fire.

To load coal into a vehicle, a person would climb up a ladder to a catwalk that was even with the chutes. He would then reach down and push the handle down to let the coal out of the pocket. The chutes could be raised or lowered from the ground or the catwalk. There was a weight on the end of a cable for this.

I entered the model in the fall regional NMRA meet at Princeton, IL, in September '98. It won Best of Show in the structure category with 105 points.



Roy Meissner holds award.



1999 National Association of S Gaugers Convention:

Overview:

- *Special emphasis on one-sixty-fourth model railroading....S scale, highrail,Sn3,American Flyer collecting and all forms of S trains.*
- *Traditional NASG model contest, dealer's trading floor, clinics, layout tours, display layouts, banquet, auction.*
- *Coordinated to overlap the 1999 NMRA Convention; Northstar '99 from Thursday evening through Sunday. Fully independent NASG Convention in a separate facility.*
- *Shuttle bus service between both Conventions including free access to NMRA's HUGE Train Show, clinics, model contest, and a la carte pricing for, many interesting prototype tours, and spouse tours.*
- *S manufacturer's will also display at the NMRA trade show with an invitation to all paid attendees to visit additional S manufacturers displays at the NASG convention site.*

Come to the pines in 99!

SAINT PAUL, Minnesota is one of the famous Twin Cities, located along the Mississippi River, half way between the East and West Coasts. The Northwoods region with its pine forests and abundant lakes is prized as ideal vacation area for visitors across the country. The Twin Cities were recognized by James J. Hill as the ideal gateway to the rich farmlands of the West, and became a major national center of railroad activity and gateway to the Northwest. Theaters, art museums, Minnesota Transportation Museum, Twins Baseball, Science Museum of Minnesota, Minnesota Zoo, Mall of America, and much more are available in town.

LAKE SPECIAL 99 SAINT PAUL

Plan Your Trip To Saint Paul Early & Save

July 22-25, 1999

Great rail fanning in the Twin Cities, with over two dozen choice viewing and filming sites.

NATIONAL ASSOCIATION S - UNITED GAUGERS

Unique Benefits:

This convention format is unique. While separate from the NMRA, attendees from either convention will share access to the others clinics, contest rooms, and trade shows at no additional charge. Shuttle bus service will assure easy access. The NMRA convention will have eight clinic rooms running continuously, prototype tours to Fairmont Railway Motors, Minnesota Commercial shortline, Loram, *tourist train rides, trolley rides and more. Visit the special night train at the local O gauge club, sample a local brewery. In addition, many non-rail activities such as tours to multiple historic sites around town, Children's Museum, two zoos, shuttles to the Mall of America, and casino gambling. Some of the NMRA provided activities are available at optional extra fare fees. Participants will register for one of the conventions and enjoy the benefits of both. However, the registrants of the NASG convention will only have the privileges of the last four days of the eight day NMRA convention. Throughout the NASG Convention* Pines and Prairies S Scale Workshop *personnel will be available as the host organization.*

Layout Tours

S scale layouts on tour will include the unusual commuter lines of Dave Jasper featured in the January 1999 *MODEL RAILROADER*. It is always the first week of October 1928, while camelbacks and ten wheelers shuttle coaches, express and milk through scenic suburban and urban surroundings.

Ken Zieska has captured a time in the late 70's when grain was king, moving from elevators on the prairies along the Rumasota river to Lake Superior ports. First and second generation diesels roll through autumn scenery and small towns reminiscent of Lake Wobegon.

Walt Jopke is recreating Twin Cities railroading as it was in the pre Amtrak era. Giant flour mills, and the Saint Paul Union Depot dominate as trains wind through familiar scenes. All on a two level mushroom design.

Everyone will thrill to see Terry Didion's 12 x 26 department store layout-- a recreation of the 1949 Lionel New York City showroom layout in ***American Flyer***. A fully landscaped trip to nostalgia land.

American Flyer fans won't be disappointed-- AF and Hi-rail operate through beautiful scenery on Glen Thoeny's Great Northern and SOO empire. This 150 s.f. display includes every accessory made by Gilbert.

Convention Festivities kick-off on Thursday night with FREE bus tours to these layouts or optional drive-yourself maps for those who prefer only one or two.

Prototype~Fan~Industry~Trips

Osceola & St. Croix Valley vintage steam, diesel and passenger equipment operate in a scenic river valley: Enjoy a 3 ½ hour trip on Thursday AM.--$42

Ride restored streetcars and buses Visit Minnehaha Falls, two city lakes on Friday AM.$16

Minnesota Commercial shortline tour features a visit to their steam era round house filled with Alco and EMD locomotives being serviced. Friday and Saturday $10

Loram heavy duty maintenance of way equipment is used by most railroads. Guided shop tour and action videos. Thursday & Friday $16

Fairmont Railway Motors, the largest railroad maintenance equipment company in the western hemisphere, Greenlee Fairmont Textron another heavy duty equipment manufacturer, plus two impressive model railroads. All day Friday lunch included. $50

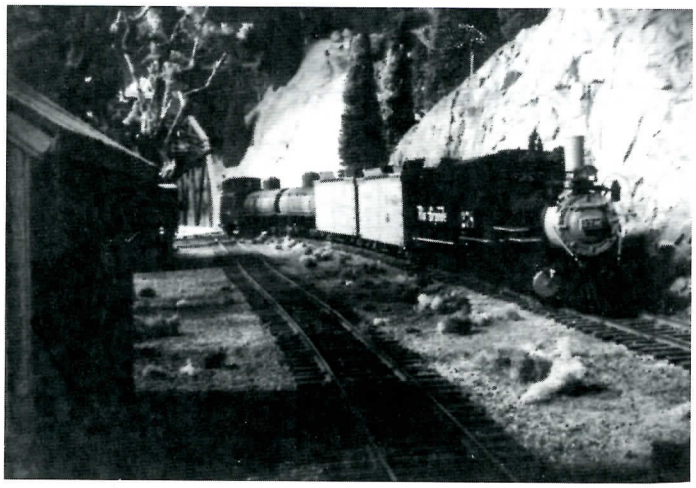
Minnesota Brewing classic plant makes Grain Belt, Pig's Eye, and Landmark brews. Tour includes Rahr Malting's extensive grain elevators and rail facilities. Thurs. PM. $16

North Star Steel mini mill produces 90 railcars and 800 truckloads of round and rebar stock per month. American Iron handles 1500tons of recycled metal per day. Watch scrap handling cranes fill railcars, barges, and trucks. Thursday AM. $16

All tours include bus transportation







Come to the pines in 99!

Clinics

"The S Modeler's Tool Box"
"AF Tune-ups"
"Freight Car Frosting"
"Installing DCC" and more.

General Tours

Tour historic and scenic highlights of the Twin Cities including Mall of America. All day Thursday. **$29**

Sternwheeler riverboat cruise and dinner. View Saint Paul and Minneapolis skylines. Thursday eve. $52

Minnesota's Swedish Heritage highlights, Gammelgarden, Hay School, Ericson loghouse, Taylor's Falls, and St. Croix River cruise. All day Thursday with Swedish lunch. $55

Art and History lovers tour The Guthrie Theater, Sculpture Garden, Minneapolis Institute of Art, and American Swedish Institute. All Thursday with lunch. $29

Minnesota Landscape Arboretum, visit the home of Bachman's famous Department 56 miniatures. All day Friday with lunch at English style pub. $42

Minnesota Zoological Gardens all day Friday $42

Gangsters made Saint Paul a Vacation spot. A guided tour of famous sites and the stories. Saturday AM. $34

Historic Saint Paul homes, architecture, and furnishings; culminating at the History Center. Saturday AM. $25

Children's Museum & Como Zoo All day Saturday $40

Zephyr Dinner Train along the famous St. Croix River. Semi-formal prestige dinning Friday evening. $85

Come to the Pines in 99!

Dates:

The NASG Convention will be held concurrent with the final four days of the NMRA's Northstar '99 National Convention also in Saint Paul at the nearby Convention Center and Radisson Hotel. The NASG convention will start on Thursday the 22nd of July. Both Conventions will conclude on Sunday the 25th with the Train Show.

July 18-25, 1999

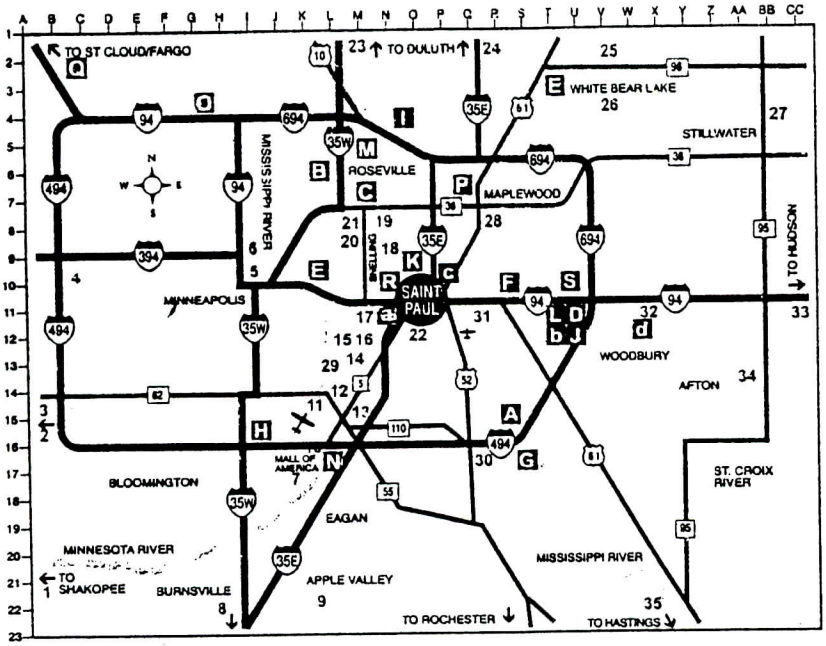
Sunday- Wednesday:
NMRA national convention with clinics, layout tours, prototype tours, Spouse activities, and much more! Highly recommended. While NMRA activities are available to NASG registrants on Thursday through Sunday; you can register for the entire week of rail fun! If you sign up for the NMRA all NASG activities are included FREE.

Thursday: NASG National Convention begins with welcome reception, and registration. S layouts will be on two bus tours, one all scale the other all high rail. Sign up now as space is limited. All day prototype tour to Fairmont. . . historic tours daily. Mall of America everyday.

Friday: More prototype tours. . . historic tours. . . Manufacturer's set-up, contest entry. S manufacturer's and exhibits open after 10 AM, NMRA trade show opens after noon. In the evening S clinics begin.

Saturday: Manufacturer's and S exhibits open until 4PM. All day long S clinics, contest judging and viewing, NMRA train show. Evening banquet and auction. Featured banquet speaker Mr. Barry Karlberg is famous for his entertaining and informative stories of his 'working' experiences on the Wisconsin Central, SOO, IC, and Minnesota commercial. Like many of us Barry started with American Flyer as a boy but differed when he switched to full size railroading to pay for his N scale basement pike.

Sunday: NASG members meeting in the AM. NMRA train show continues all afternoon.



ATTRACTIONS
- 3 Aahhhz Boat Charters
- 34 Afton Cruise Lines
- 7 America Live
- 5 Hubert H. Humphrey Metrodome
- 7 Knott's Camp Snoopy
- 7 Mall of America
- 22 Minnesota Brewing Company
- 1 Minnesota Renaissance Festival
- 20 Minnesota State Fairgrounds
- 10 Minnesota Valley Wildlife Refuge
- 27 Minnesota Zephyr Ltd.
- 9 Minnesota Zoo
- 25 Pine Tree Apple Orchard
- 35 Steamboat Inn and Charters
- 1 Trail of Terror
- 18 Trains at Bandana
- 1 Valleyfair

CASINOS
- 24 Grand Casino Hinckley
- 23 Grand Casino Mille Lacs
- 2 Jackpot Junction
- 1 Mystic Lake Casino
- 35 Treasure Island Casino

SHOPPING CENTERS
- 18 Bandana Square
- 16 Grand Avenue
- 32 Horizon Outlet Center
- 7 Mall of America
- 8 Medford Outlet Center
- 24 Tanger Factory Outlet Center
- 27 Stillwater

HISTORIC SITES
- 18 Bandana Square
- 26 Fillebrown House
- 15 Governor's Residence
- 12 Historic Fort Snelling

MUSEUMS
- 30 Confederate Air Force
- 21 Gibbs Farm Museum
- 11 Minnesota Air Guard Museum
- 13 Sibley House Museum

PARKS
- 19 Como Park, Zoo and Conservatory
- 29 Crosby-Hidden Falls Regional Park
- 14 Highland Park
- 31 Mounds Park
- 28 Phalen Park

THEATERS AND ENTERTAINMENT
- 2 Chanhassen Dinner Theatres
- 7 Ford Playhouse Theater
- 6 Hey City Theater on Hennepin
- 6 Historic Orpheum/State Theatres

SPORTS AND RECREATION
- 1 Canterbury Park
- 5 Hubert H. Humphrey Metrodome
- 18 Midway Stadium
- 6 Target Center
- 33 Saint Croix Meadows
- 27 Sawmill Golf Course
- 26 Vacation Sports

www.trainweb.com/nasg1999 www.trainweb.com/nasg1999 www.trainweb.com/nasg1999

Location

Minnesota is a favorite vacation spot for millions each summer. A land of ten thousand lakes including the largest in the world...include the NASG convention in your summer vacation plans. The Best Western Kelly Inn has been selected as the site for the NASG Convention The Twin Cities are easily accessed by train, plane, and automobile. Minneapolis International Airport is the national hub for Northwest Airlines, and Saint Paul is still served daily by Amtrak's Empire Builder service from both Chicago and points West. Interstate Highways I35E and I94 intersect in the Twin Cities at the Convention site. Our Convention will be on the shuttle bus route for NMRA activities.

MALL OF AMERICA®

NorthSt☆r '99

LAKE SPECIAL #99

Convention:
CCS Associates
6611 Countryside Drive
Eden Prairie, MN 55346
Fax (612) 934-6741
e-mail: sgaugemn@aol com

Convention Hotel:
Best Western Kelly Inn
161 Saint Anthony
Saint Paul, MN 55103
Reservations: 1-800-528-1234
Request special rate sngl/dbls. . . . . $91 + tax

Bed & Breakfast/Extended Stay

34 The Afton House Inn
3291 S Saint Croix Trail, Afton 55001
(612) 436-8883
Listed on the National Register of Historic Places, the Afton Inn has 15 country antique hotel rooms featuring Jacuzzis and fireplaces. Also includes Afton House and Catfish Saloon restaurants.

16 Chatsworth Bed and Breakfast
984 Ashland Ave, Saint Paul 55104
(612) 227-4288
Spacious 1902 Victorian home in the heart of Saint Paul near the Governor's mansion. Five rooms, three with private baths and two with whirlpool baths. Attractive rates. Smoke-free. Complimentary breakfast and free parking. Open year-round, seven days a week.

24 The Covington Inn
Pier One, Harriet Island, Saint Paul 55107
(612) 292-1411
Located onboard a historical line boat, The Covington Inn and No Wake Cafe is the area's only floating restaurant and bed and breakfast inn. The cafe is open for breakfast, lunch and dinner, and offers daily dinner specials. The inn has four guest bedrooms and a private dining room. (Downtown Saint Paul map, page 31)

a Crocus Hill Bed & Breakfast
767 Goodrich Ave, Saint Paul 55105
(612) 224-1019
Victorian home in historic residential neighborhood. Antique furnishings and private baths. Five minutes to downtown Saint Paul, walking distance to shops and eateries on Grand Avenue.

27 The Elephant Walk
801 W Pine St, Stillwater 55082
(612) 430-0359
A truly unique bed and breakfast full of fascinating objects from around the world. The 1883 Victorian residence features a gourmet breakfast, whirlpools, fireplaces and a rooftop garden suite.

a The Garden Gate Bed & Breakfast
925 Goodrich Ave, Saint Paul 55105
(612) 227-8430
1907 Victorian duplex in Saint Paul's lovely Crocus Hill neighborhood. Four guest rooms, full continental breakfast, reasonable rates and therapeutic massage available. Easy access to airport, Mall of America and State Capitol. Shopping and restaurants within two short blocks.

27 James A. Mulvey Residence Inn
622 W Churchill St, Stillwater 55082
(612) 430-8008
http:\\www.COTN.COM.BB
An 1800s lumber baron's Victorian residence with a veritable gallery of antique arts and furnishings. Sun porches overlook an acre of gardens and grounds in the center of Stillwater. Four-course breakfast, fireplaces, private baths, whirlpools and mountain bikes. Anniversary and birthday specials.

b Midwest Guest Suites
1687 Century Circle, Woodbury 55125
(612) 735-8127
Full-sized homestyle apartment suites. Daily, weekly and monthly rates. Fully-equipped kitchens, underground parking, pool, Jacuzzi, tennis courts, private line phone, 50 channel cable TV with HBO, daily housekeeping.

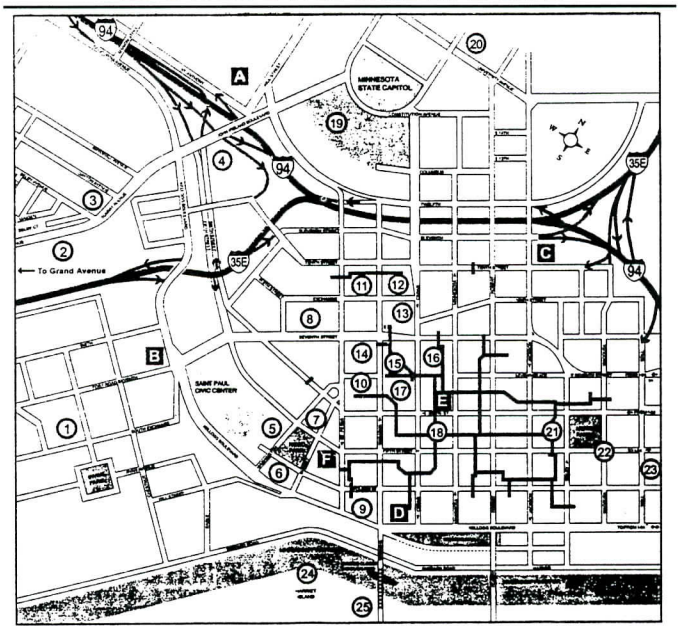
c Park Vista Apartments
387 E Arlington Ave, Saint Paul, 55101
(612) 771-2084
Spacious one and two bedroom furnished apartments. Short-term rentals, month to month lease. Utilities, kitchen and linen package, cable TV included. Outdoor pool, garages, housekeeping and car rental information available.

27 William Sauntry Mansion
626 N 4th St, Stillwater 55082
(612) 430-2653 (800) 828-2653
Historic house museum on National Register of Historic Places. Private baths with double whirlpools. Full gourmet breakfast. Real fireplaces, entirely furnished with Victorian antiques and artwork.

CAMPGROUNDS

d Saint Paul East KOA
568 Cottage Grove Dr, Saint Paul 55129
(612) 436-6436 or (800) KOA-3640
Water, electricity, sewer, laundry, showers and restrooms. Level pull-throughs. Kamping Kabins and grassy tent sites. Heated swimming pool and game room.

Downtown Saint Paul



ATTRACTIONS
23 Farmers' Market
19 Minnesota Vietnam Memorial
24 Padelford Packet Boat Company
6 Saint Paul Public Library

HISTORIC SITES
1 Alexander Ramsey House
8 Assumption Church
3 Cathedral of Saint Paul
9 City Hall and Courthouse
2 James J. Hill House
7 Landmark Center
22 Lowertown
25 Wabasha Street Caves

MUSEUMS
14 Minnesota Children's Museum
4 Minnesota History Center
7 Minnesota Museum of American Art
7 Schubert Club Instrument Museum
11 Science Museum of Minnesota

PARKS/PUBLIC SPACES
20 Casa Gilbert Memorial Park
10 Seventh Place Mall
16 Town Square Park

SHOPPING CENTERS
17 Dayton's
18 Norwest Center
16 Town Square
15 World Trade Center

THEATERS AND ENTERTAINMENT
13 Fitzgerald Theater
21 Galtier Plaza/Cinema
12 Great American History Theatre
24 Minnesota Centennial Showboat
5 Ordway Music Theatre
10 Park Square Theatre
10 Refreshment Committee Theatre
5 Saint Paul Chamber Orchestra

HOTELS
A Best Western Kelly Inn
B Days Inn Civic Center
C Embassy Suites Saint Paul
D Radisson Hotel Saint Paul
E Radisson Inn Saint Paul
F The Saint Paul Hotel

TO FEE OR NOT TO FEE...?

An Informal Survey Via the Internet About Layout Display Expenses and Fees.

By John Eichmann

As a result of our decision to redo Lookout Junction, which will require some additional club funds, I decided to pose some questions to our fellow S gaugers out there in cyberspace. I knew that many clubs receive revenue for the display of their layouts, so I inquired on the *S-Trains Digest*. I asked if they had display fees and what they were, how they arrived at the fees, if they charged differently for non-profit vs. commercial events, if show organizers balked at paying fees, etc? The answers were all over the map, both literally and figuratively.

I received no responses from anyone in the West; most of the responding clubs are located in areas which have a history of train meets and similar events. I think you'll find these interesting.

Michael Shea and Ted Larson both responded from the Rochester (NY) Area S-Gaugers. While their fees vary with the size and the nature of the event, they typically request an honorarium of $50-$75 per day. Michael says that show promoters aren't surprised to be asked for money: "Every local club with a portable/modular layout expects to receive about the same amount."

NASG Eastern VP John Foley and Glenn Ritter both said that the Great American Train Show (GATS) will pay $50 for a display (I presume for a weekend). Glenn also said that GATS awards cash prizes in a layout competition of $400, 1st place; $300, 2nd place; $200, 3rd place; and $100, 4th place. He says, "If you have a good layout, and not too many others show up, you could win a prize."

S Helper Service owner Don Thompson responded, "When our club, the Central Jersey S Scalers, used to set up our modular layout at public shows we used to ask $1/linear-foot/day as a fee. This helped pay for the transportation and upkeep for the modules. Also, I think we used the same formula when the NASG had module shows to reimburse the owners."

Along those lines, Jeff Madden, editor of NASG's *Dispatch*, said, "The NASG does have a budget for giving a club some expense money to display a layout. This is usually for the bigger events NASG, NMRA, etc." About his club, Jeff goes on to say, "As far as I know, the Badgerland S Gaugers (Milwaukee) don't charge a set fee. They do, however, look for perks. If it's a convention or NMRA meet, they might expect paid registrations. On long overnights, sometimes a room or two is provided for the operators. Gas money is another sought-after remuneration. At any event, all operating members at least get free entrance into the event as exhibitors. Believe it or not, some malls even want you to pay to set up. Forget that nonsense."

Michael McConnell of the South Jersey S Gaugers said his club displays a portable layout at various local shows and out-of-state shows (but you have to remember that "out of state" in his area has an entirely different meaning than here in Idaho). He says, "Most of the large show promoters offer a fee for participating in their show. Average is $50-$75 for a one-day show and $100-$150 for a two-day show. Most of the displays we do at the Childrens' Hospital, schools, and other locations are done simply to promote the hobby and entertain the visitors. We also started sponsoring our own show in cooperation with the local fire company. Our club keeps a separate 'layout' fund, and all income from the shows is earmarked for the layout. We also hold 50-50 drawings at meetings, and have raffled off products to benefit our layout."

Glenn Ritter writes that the Neshaminy Valley (Newtown, PA) American Flyer Club elected to only show its portable layout at shows that paid $200-$250. "Our layout has 20 or more operating accessories. To date, I don't know of anyone that has paid us that much. We displayed our layout at a restaurant last year and, for four hours Friday evening and four hours Saturday morning, they paid $50. We do host a train show with layouts and tables once a year at a firehouse and net several hundred dollars for the club's fund."

The Crescent City (New Orleans) S Gaugers' Coordinator, Jay Mellon, is correct when he says, "Our situation is probably closer to yours, as we are a small club out in the 'S hinterlands.' The clubs on the East Coast and in the Upper Midwest seem to have a lot more shows to choose from, and so, can be more selective. We display our show layout at just about every local opportunity. We do two to three shows per year, which is about the frequency of shows in our neck of the woods. For most of the shows, we do not receive any compensation. These include a TCA division meet and a show put on by an HO club in Baton Rouge (about 80 miles from here). The latter, in particular, is somewhat costly because of hotel, food, transportation costs, etc. However, we view these shows as part of the cost of promoting S gauge model railroading." His club did win a $200 award at a GATS show, but he says they only show up every two to three years.

Our old friend Doug Peck of Port Lines Hobbies gave us a little history on the 50-year-old Bristol S Gaugers (Massachusetts): "Originally, we did everything gratis. The only dollars we ever got were what Greenberg offered us for operating at their two-day shows, twice a year. However, as the layout grew, along with expenses, we decided to ask a fee. We participate in about six shows per year. Basically, we now ask $50 per day; however, we are flexible with that, in both directions. For example, we do a one-day show which, due to distance, requires a two-day time commitment and overnight lodging, so we request more for it. There are a couple of exceptions: Greenberg continues to pay us the same old $65 per [weekend] show (I think the amount they pay is based on the perimeter of your layout), but they will also give us some free tables, so we can make up the money through sales. Club members use the table space for their personal sales, and are assessed 10% of their sales for the club, up to a maximum of $10 per member. In other words, it varies! Once in awhile, we'll do a small local one-day show gratis. We've never done a 'mall show,' but I would assume fees could be higher for a show of that type. You really have to be a bit flexible. But we rarely do a show for free anymore. "Each March, we run a 200-table all-gauge show locally, and we recruit about six to eight layouts (everything from N to G) for that show. Interestingly, we have never had a layout group request a fee to participate!

We do pay a $25 gratuity to each one afterward, but have never been asked for anything!"

Alan Evans, NASG Immediate Past President and a member of the Central Ohio S Gaugers, wrote: "Our club requests a fee for taking our portable layout to shows, but we have no set amount. For example, a one-day show that we've been attending for the last ten years is $65. It's one of our better shows, both in public attendance and member participation. It takes place twice a year, is 55 miles away, and we learned that their space is limited. To drop out one show would mean an HO club on the waiting list would get their foot in the door. Hence, we do plan to set up there twice a year, regardless of the income. The exposure of our club (and S gauge) in that area is not measured in dollars. And an individual runs that show. We state the money is used 'for wear and tear on the layout.' "Just the other way are the GATS or Greenberg Shows. These are two-day and usually in a pricey building with parking fees and a union area which charges to have the electrical wiring plugged in! Our fee on these has been $150 for the two days. "Our most profitable source is an annual train show at the county fairgrounds. Parking is free, we have two large buildings (the fair gives us a break as we hold it on a standard weekend and we cooperate with them), admission is minimal, and we have four or five operating layouts in all gauges. This is a lot of work unless all the club members pitch in and help, and they have done so."

And, from across the great waters, comes Kelvin White's response from Oxford, England:"The usual arrangement for British Model Railway Exhibitions is for the organising club to refund petrol costs, and to provide meals during the day and copious amounts of coffee!! I insist that the layout and stock is covered by insurance (at the value that I put on it) from door to door (Home-Exhibition-Home). With my current layout I need two cars and a minimum of three operators. For the one-day Portsmouth MRS exhibition, 90 miles each way, the fee paid was 65 pounds sterling (about $100). For two-day exhibitions I increase the number of operators by one, and expect to be put up in bed and breakfast for the overnight. If the show is being organised by a commercial concern, rather than a local model railway club, I increase the expences requested to allow for my share of their profit! Conversely, if the show is very local organised by friends I will often drop the petrol expences. Over here, the exhibition season starts in September, and normally extends to late May. During 'the season' there will often be a couple of exhibitions (within a 100-mile radius) for every weekend."

So, there you have it. It's interesting that some clubs host their own shows, much as we participate in the Treasure Valley Train Show. The NMRA doesn't give us free admission to that, as Jeff Madden says, "exhibitors" should receive (our layout makes money for them), and they certainly haven't yet offered us a $25 gratuity, as does the Bristol club. These are good points, and perhaps we need to start doing some asking. The worst they can say is "no." As both Alan Evans and Jay Mellon said, however, our primary goal is the promotion of S gauging and the RMHR, and that value can't be measured in dollars. Let's kick some ideas around at our next meeting. **- John Eichmann, Rocky Mountain Hi-Railers.**

Flyer Modules Win Award at Milwaukee Trainfest

Two Badgerland S Gaugers received the prestigious 1st Place Modules plaque for their 6 American Flyer straight modules at the November Trainfest which is sponsored by the Wise Division of the Midwest Region NMRA.

Ron Schlicht and Jim Starosta are responsible for the construction of these modules which are spliced into the other hi-rail modules of the Badgerland layout. The NMRA, a mostly scale oriented organization, deservedly awarded 1st place to the "tinplate" modules over many N, HO and O scale ones.

Ron and Jim have constructed 24' of straight modules (6 four footers) with Flyer double track, a detailed and striped highway, Plasticville and other structures, operating accessories, scenic details and lots of "Ron's People."

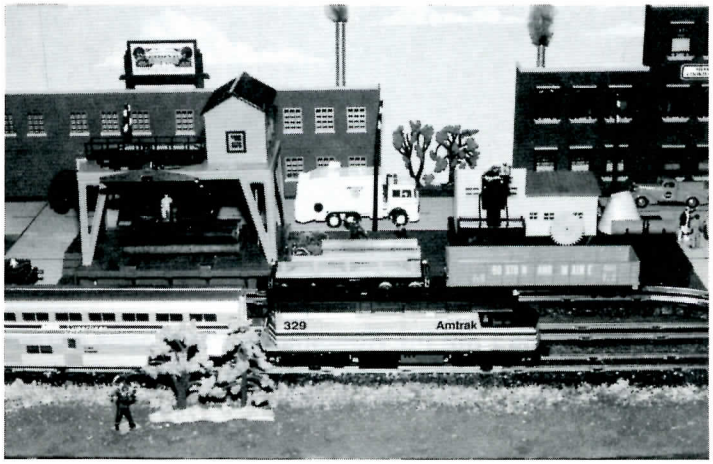
Ron usually mans the modules at shows and explains S gauge while demonstrating each of several accessories to eager onlookers. Accessories are on sidings so as not to disrupt thru traffic and include a barrel loader, log loader, operating milk platform and Sam the Semaphore Man.

The structures are neatly arranged along the paralleling highway. Some are kitbashed flats using K-Line and Plasticville buildings. The Plasticville Frosty Bar emits 50s music from a hidden CD player. The Forty Winks Motel is made from two Plasticville Motels stacked.

Over 19,000 visitors came to the Milwaukee Trainfest this year, which now might be the largest train show in the country. What a way to promote S! Congratulations guys. -ed.



Jim Starosta (left) and Ron Schlicht hold 1st place award.



Lake Special '99 Layout Preview

The Minnesota Heartland Railway (Western Division)

The Layout of Ken Zieska

Photos by Dave Jasper



The SOO Line runs the Rumansota River bank enroute to Marilyn Jct. The consist includes additional hoppers to bring the harvest to market.

The Minnesota Heartland Railway (WesternDivision) models a Grainger railroad typical of Minnesota in the 60's. On the Heartland, agricultural products are the key commodities handled by the railroad. It is an era where thriving little towns still dot the highway maps of the Midwest, where local grain elevators, skyscrapers of the prairie, anchor the business district. It is years from the ravages of the freeways, the gasoline crisis and the discount malls.

Layout operations feature the MHRy's shortline style of operation surrounded by the Class I operations of the SOO Line and the Northern Pacific. The MHRy serves local elevators and industries, depending on the Class I railroads for access to world markets and supplies for the local economy.

This railroad gathers grain from elevators, classifies it and transports it to online users or to the Twin Cities port for shipment across the nation and the world. It is an operating scheme similar to coal hauling railroads with the operating advantage that the covered hoppers do not need to have removable loads modeled to simulate loads and empties.

The Western terminal of the MHR is in the town of Marilyn, on the banks of the Cache Flow River. Here the SOO Line from Twin Ports crosses the NP line from DaRange. Marilyn features a small interchange yard, a large grain processing facility and several small local industries. The MHR travels east from Marilyn, through Heartland Jct. and to the town of Centralsota. It is in Centralsota that the Western Division ends and MHRy traffic continues on to Lake Woebegon for interchange with the Great Northern at the MHRy's eastern terminal. Ted Larson of Fairport, NY, models the Eastern Division and the Great Northern junction.

The portion of the SOO Line modeled originates in Twin Ports yard. Twin Ports is a busy terminal, with facilities to transfer harvest products for ship-

ment to world and national markets. It is also has a major grain processing facility. Twin Ports also boasts a large regional yard and engine facility shared by the SOO and NP. From Twin Ports, the SOO main heads west to hidden storage that represents the grain bowl of the Dakotas and Western Canada.

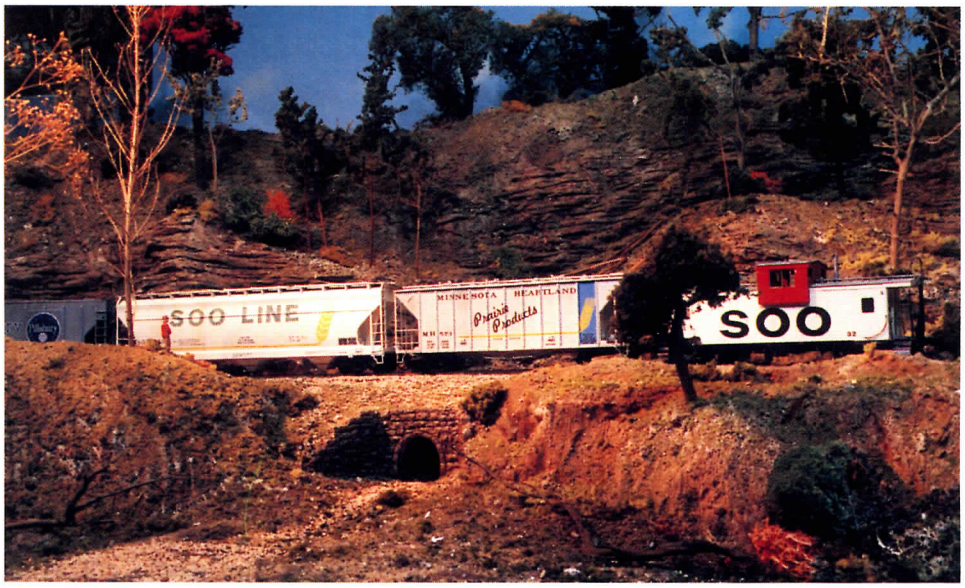
The golden fields and rich colors on the trees tell us that it is fall. The season when the fruits of the harvest fill the hoppers and boxcars of the MHRy. Passenger traffic has faded but the SOO Line still runs a local where the rich maroon and gold colors of the consist compliment the fall pallet of Mother Nature. The Northern Pacific Mainstreeter occasionally detours onto these rails, giving the lucky railfan the illusion that this is mailine railroading.

This basement sized railroad features a mainline over 400 feet long with right of way through a finished laundry room and bathroom.

The Minnesota Heartland Railway will be one of the layouts featured during the NASG 1999 convention in St. Paul, Minnesota. The 1999 convention will be unique to the NASG. All NASG activities will be held in one hotel and they will include the traditional flea market, contest and fellowship. What's unique about that? The NMRA national convention will be a mile down the road and a shuttle bus will run from the NASG hotel to the National Train Show in the Civic Center! Your registration to the NASG convention will be your free ticket into the largest display of model railroading suppliers in the world. Add to that the fact that the Twin Cities boasts the Mall of America, Casinos and some outstanding railfanning, your trip to St. Paul will be enjoyable for you and your family.



A lone SOO GP35 leads this freight west to Marilyn Jct. The GP35 has added detail parts from BTS and River Raisin, painted and lettered by Ken Zieska.



Sylis Kayle enjoys this sunny fall day to train watch on the SOO.



The SOO Line still runs a daily local to serve the area. The FP-7 is easily climbing the Rumansota River valley with the three-car local. The FP-7 is custom painted with Des Plaines decals and BTS detail parts, passenger cars are lettered with decals produced by the SOO Line Historical and Technical Society.

Module Corner

By Ted Larson

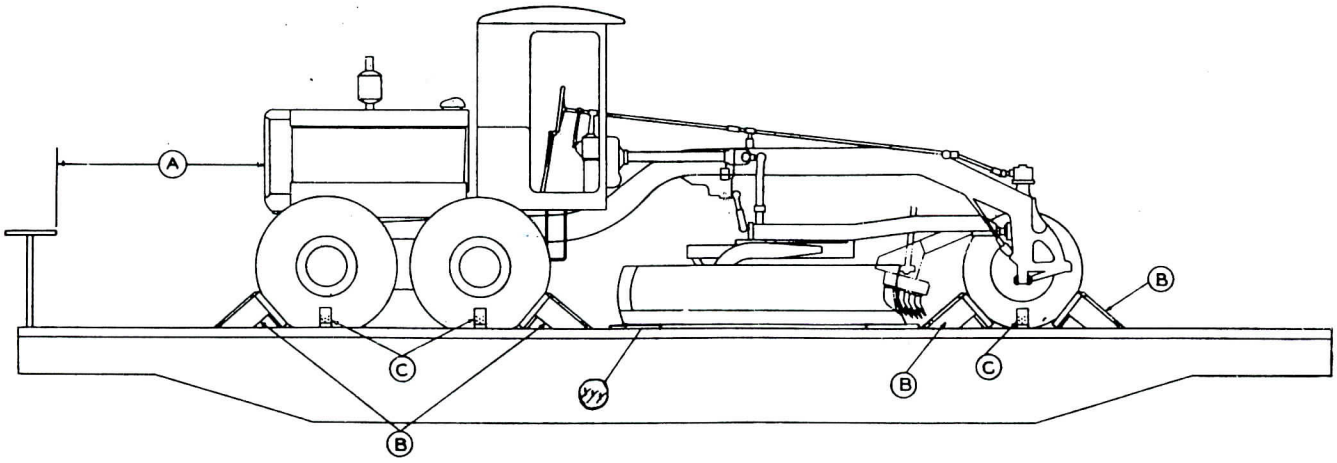
Flat Car Loads - Part II (Previous, Oct. '96)

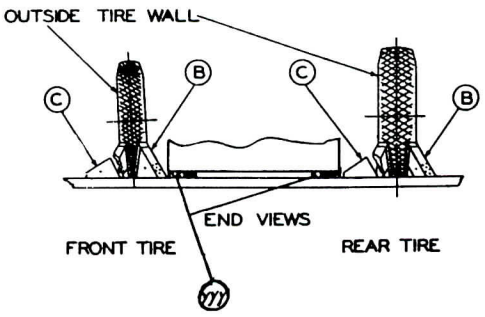
Back when the S Helper Service flat car was first announced, this column showed you several types of flatcar loads, and how the railroads use blocking and hold-downs to keep the loads **ON** the train! (See October, 1996). We provided this information so that your loads could be modeled as accurately as your new flat car, rather than have you guessing about how the loads should be attached!

Now American Models is providing us another flat car, so we have twice as much reason for accurate loading information. We therefore present you with several more typical flat car loads. We again hope that providing accurate loading information will inspire you to use that information on your models.

This information is from "Loading of Commodities On Open Top Cars", and Loading Military Equipment on Open Top Cars". I have been lucky enough to find three of these at swap meets, for less than $10. The extras I have passed on to friends. I consider them to provide a gold mine of information! I encourage each of you to buy one if you see one.

Index to previous "Module Corner" columns (and related articles). Copies of articles in back issues are available through the NASG copy service.





FOUR AND SIX WHEEL MOTOR GRADERS (WITH PNEUMATIC TIRES), LENGTHWISE — FLAT CARS

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	16 or 8	Blocks, pattern 1. Locate two against front and back of each front wheel, two in front of each intermediate wheel and two in back of each rear wheel. Secure each to floor with two 60-d, three 40-d and one 20-d nail in heel and one 40-d nail in each side of block. For six wheel units weighing 10,000 lbs. or less, and for all four wheel units, use one Item "B" at each location.
C	6	Blocks, pattern 2. Locate all against either inside or outside of each wheel and secure each to floor with two 60-d, three 40-d and one 20-d nail in heel and one 40-d nail in each side of block.
YYY	2	1 in. x 6 in. x 24 in. Locate longitudinally under blade, suitably spaced as shown, and secure each to floor with three 10-d nails.

Hand brakes must be set and levers wired or blocked.

See General Rules 4, 5, 7, 9, 11, 14, 19-A, 19-B and Fig. 1 for further details.

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Copies of articles from back issues of the NASG Dispatch are available to NASG members per below:

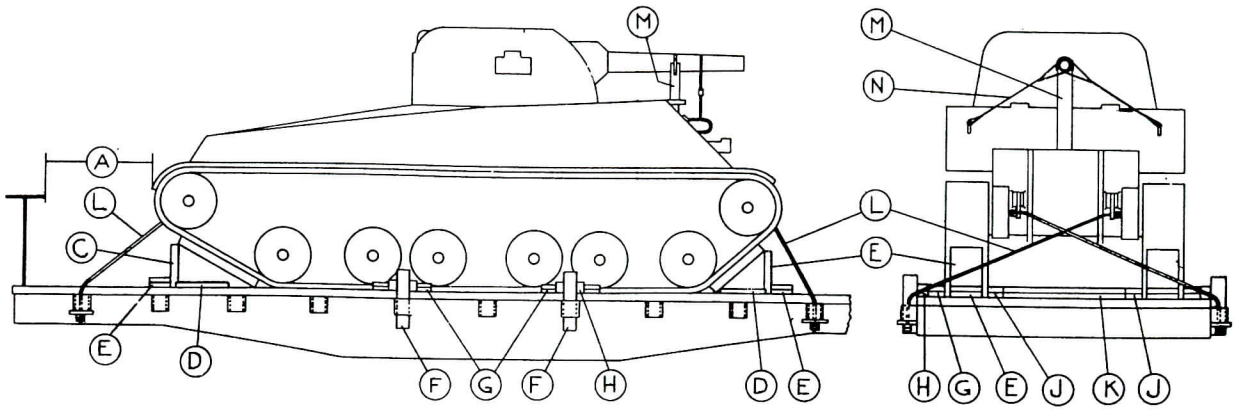
1. Request a specific article, photo(s) or page(s). Entire issues will not be copied.

2. Cite a specific Dispatch issue if possible. A search will only be made on a time available basis and may not yield results.

3. Enclose an SASE. No other charge is in effect at this time.

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5. Send your request to NASG Copy Service, c/o Kent L. Singer, 912 Rogers Ave., Endicott, NY 13760.



TANKS AND SIMILAR UNITS, 60,000 LBS. AND UNDER — FLAT CARS

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	2	Blocks, pattern 30. Locate one against each front crawler tread.
C	2	Blocks, pattern 31. Locate one against each rear crawler tread.
D	2 ea. Item "B" and "C".	2 in. x 4 in. x 20 in. Locate one on each side of Items "B" and "C" and secure each to floor with six 30-d nails.
E	1 ea. Item "B" and "C".	Each to consist of two pieces of 2 in. x 4 in. x 12 in. Locate against ends of Items "B" and "C". Secure lower piece to floor with four 30-d nails and top piece to one below in like manner.
F	2 ea. side of unit.	Side stakes. Must extend 2 in. below stake pocket and 8 in. above car floor. Locate one each in first stake pocket to the right of and to left of stake pocket nearest center of tank. Not required when Items "J" and "K" are used.
G	2 ea. side of unit.	Each to consist of two pieces of 2 in. x 4 in. x 24 in. Locate against crawler treads, with centers opposite Items "F". Secure lower piece to floor with six 30-d nails and top piece to one below in like manner. Not required when Items "J" and "K" are used.
H	As required.	2 in. x 6 in. x 12 in. Center on Items "F" and toe-nail each to floor with one 30-d nail in each end. Use sufficient pieces to completely fill space between Items "F" and "G". Not required when Items "J" and "K" are used.
J	2 ea. unit.	Each to consist of two pieces of 2 in. x 4 in. x 14 ft. Locate on floor against inside of each crawler tread and secure lower piece to floor with twelve 30-d nails and top piece to one below in like manner. Not required when Items "F", "G" and "H" are used.
K	3 ea. unit.	Each to consist of two pieces of 2 in. x 4 in., long enough to fill space between Items "J". Locate one near center and one near each end of Items "J". Secure lower piece to floor with four 30-d nails and top piece to one below in like manner. Not required when Items "F", "G" and "H" are used.
L	4 ea. unit.	1¼ in. dia. rods. Attach to lifting lugs and pass through stake pockets and ½ in. x 4 in. x 10 in. plates underneath stake pockets on opposite sides of car. Substitute, if desired, ⅝ in. x 6 x 7 steel cable, doubled.
M	1 ea. unit.	2 in. x 6 in., length to suit. Apply to top of tank, under turret gun barrel, and secure with one piece of ¾ in. high tension band over gun barrel and secured to each side of brace with two 6-d nails. Not required when gun is secured with built-in gun brace.
N	2 ea. unit.	¾ in. high tension bands. Apply one to each side of gun barrel. Not required when gun is secured with built-in gun brace.

Turret gun should be in straightforward position, and turret lock handwheel and elevating mechanism handwheel must be wired to prevent rotating.

When tie-down rods are found slightly loose in transit, they need not be tightened.

Hand brakes must be set and levers wired or blocked.

See General Rules 4, 5, 9, 10, 11, 14, 15, 19-A for further details.

Fig. 91

TANKS AND SIMILAR UNITS, OVER 60,000 TO 100,000 LBS., INCLUSIVE — FLAT CARS

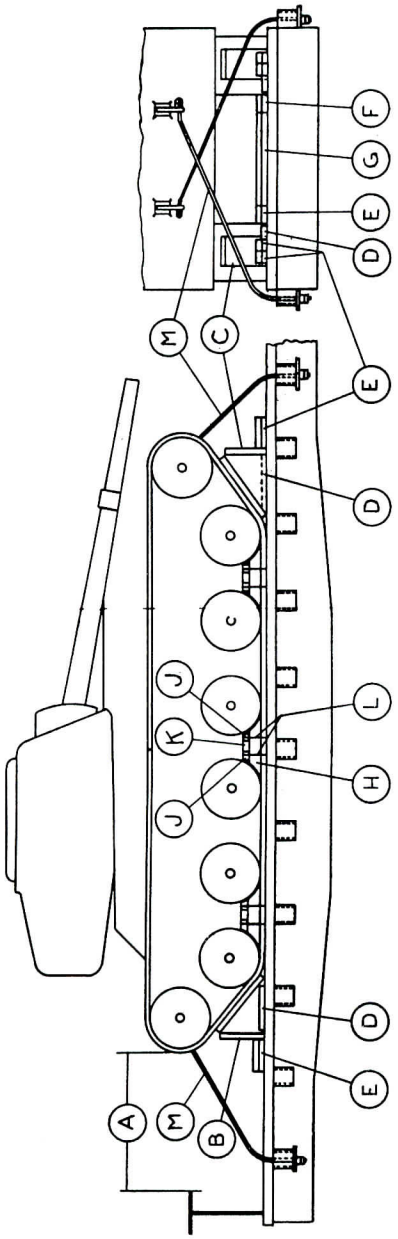


FIG 91

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	2	Blocks, pattern 31. Locate one against each rear crawler tread.
C	2	Blocks, pattern 30. Locate one against each front crawler tread.
D	1 ea. Item "B" and "C".	2 in. x 4 in. x 20 in. Locate one on inside of each Item "B" and "C", and secure each to floor with six 20-d nails.
E	2 ea. Item "B" and "C".	Each to consist of two pieces of 2 in. x 4 in. x 12 in. Locate against ends of Items "B" and "C". Secure lower piece to floor with four 20-d nails and top piece to one below in like manner.
F	2 ea. unit.	Each to consist of two pieces of 2 in. x 4 in. x 14 ft. Locate on floor against inside of each crawler tread and secure lower piece to floor with twelve 30-d nails and top piece to one below in like manner.
G	3 ea. unit.	Each to consist of two pieces of 2 in. x 4 in., long enough to fill space between Items "F". Locate one near center and one near each end of Items "F". Secure lower piece to floor with four 30-d nails and top piece to one below in like manner.
H	6	Each to consist of two pieces of 6 in. x 6 in., length to suit, cut to fit contour of bogie wheels. Locate one piece between inside and outside wheels of each bogie assembly.
J	6	Each to consist of two pieces of 4 in. x 4 in., length to suit. Locate against bogie wheels on top of Items "H".
K	6	Each to consist of two pieces of 4 in. x 4 in., long enough to fill space between Items "H". Toe-nail each to Items "H" with two 20-d nails.
L	12	Each to consist of two strands No. 8 gage black annealed wire. Pass under crawler tread and around Items "H" and "J". Substitute, if desired, at each location, one ¾ in. x .035 in. high tension band. Use staples or nails bent over to retain bands or wires in position.
M	4	1½ in. dia. rods. Attach to lifting lugs and pass through stake pockets and ½ in. x 4 in. x 10 in. plates underneath stake pockets on opposite sides of car. Substitute, if desired, ⅞ in. steel cable, doubled.

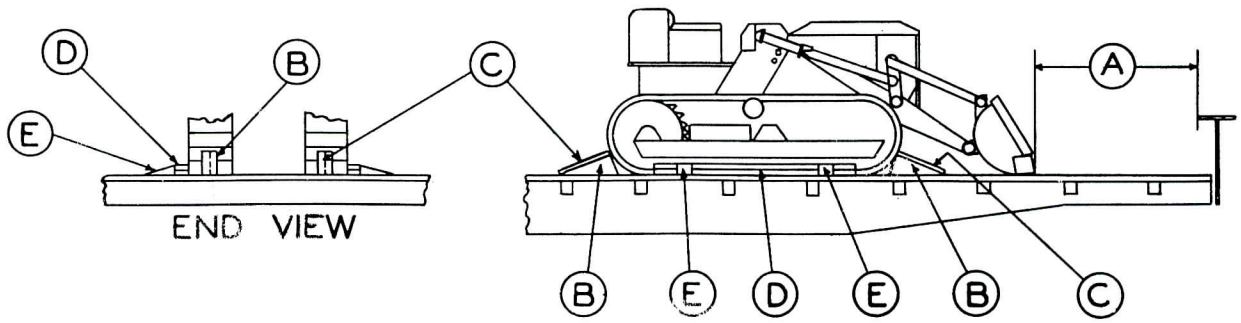
Turret gun should be in straightforward position, and turret lock handwheel and elevating mechanism handwheel must be wired to prevent rotating.

When unit is not equipped with built-in gun brace, apply two ¾ in. high tension bands, securing gun barrel to unit at each side.

When tie-down rods are found slightly loose in transit, they need not be tightened.

Hand brakes must be set and levers wired or blocked.

See General Rules 4, 5, 7, 9, 11, 14, 15 and 19-A for further details.



TRACTORS, CRAWLER TYPE, EQUIPPED WITH BUCKET — FLAT CARS

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	4	Blocks, pattern 32. Locate against each end of crawler treads and secure each to floor with one 20-d, three 40-d and two 60-d nails.
C	4	2 in. x 6 in. x 18 in. Locate one on top of each Item "B" and secure with four 20-d nails.
D	2	Each to consist of two pieces of 2 in. x 4 in. x 6 ft. Locate against outside face of crawler treads. Secure lower piece to floor with 30-d nails spaced about 10 in. apart and top piece to one below in like manner. Substitute, if desired, at each location, one piece 3 in. x 4 in. x 6 ft. Secure to floor with 40-d nails spaced about 10 in. apart.
E	2 ea. Item "D"	Blocks, pattern 33. Locate about 12 in. from ends of Item "D", and secure each to floor with five 30-d nails. Substitute, if desired, two 2 in. x 4 in. x 12 in. pieces at each location. Secure lower piece to floor with five 20-d nails and top piece to one below with five 30-d nails in each.

Hand brakes must be set and levers wired or blocked.

Index to Previous Module Corners:

Copies of articles (and other articles) are available from the NASG Copy Service.

Apr '94 - Sources of Lower Cost Ballast.
June '94 - Compact Corner Module Photos. Regauging Atlas HO Switches - Part I, Robert Nicholson.
Oct. '94 - Folding Legs.
Dec. '94 - Compact End Module - Part I.
Feb. '95 - Foam Ballast, Bob Daniel. - How to Make a Portable Control Assembly Using a Kurtz-Kraft TH-2A Throttle, Bill Krause.
Apr. '95 - Compact End Module - Part II.
June '95 - Photos of Folding Leg Modules.
Oct. '95 - 48 Inch Corner Module - NMRA Quebec - Making the Grade (Short and Easy).
Dec. '95 - 60 Inch Corner Module, Houston S Gaugers - Push Pin Switch Stand (Short and Easy).
Feb. '96 - 60 Inch Corner Module, Connecticut S Gaugers - Regauging Atlas HO Switches Part II, Robert Nicholson.
Apr. '96 - Joining Rails of Different Sizes, Bill Krause.
June '96 - The Krause Corner, Bill Krause. - DC from AF Transformers - Wiring an AF Steamer for DC - Tom Robinson Builds a Modular-Portable Display Layout, Tom Robinson.
Oct. '96 - Flat Car Loads.
Dec. '96 - Manual Turnout Switch Actuating Mechanism, Jack Troxell.
Feb. '97 - Unattached Module Legs, Jack Troxell.
Apr. '97 - Hand Laying Track, Bill Krause.
June '97 - Corner Module Enhancements - Part I, Bill Krause
Aug. '97 - Corner Module Enhancements - Part II, Bill Krause. - Dual Gauge Trackage (S'traight & Narrow).
Dec. '97 - Corner Module Enhancements - Part III, Bill Krause.
Feb. '98 - Improved Folding Legs and Light Weight Construction.
Apr. '98 - Module Tablework, Altoona Area Train Collectors Club.
June '98 - Laying Code 148 Flex Track - Part I, Charlie Smith.
Oct. '98 - Laying Code 148 Flex Track - Part I, Charlie Smith.

Jeff's Junction cont. from page 5

Now for specifics:

Dear Ertl, Could you produce a bigger variety of vintage tractor trailiers? Instead of all dual tandem cab units, how about some single rear axle cabs and single axle trailers too? How about some variety in trailers too - I'd like to see some tank trailers, low boy trailers and different length box trailers.

Dear Racing Champions, You may be way ahead of me on this, but here goes anyway. 1930 Ford Model A coupe, sedan, roadster, pickup and panel. 1932 Ford 2d Victoria and pickup. 1936 Ford 2d sedan with trunk. 1941 Dodge pickup. 1946-48 Ford coupe, sedan and conv. 1946-48 Chevy coupe, sedan (2d and 4d) and convertible (note: the 4d would make a good taxi). 1946-48 Plymouth coupe, sedan and convertible. 1948 Jeepster and wagon. 1949 Ford woody wagon. 1949 2d Hudson. 1950 Chevy 2d, fastback, and convertible. 1953/4 Chevy 2d and conv. 1953 Studebaker 2d. 1953 Buick, 2d, 4d and conv. 1955 Studebaker Hawk. 1955 Chrysler 300.1955 Chevy pickup. 1957 Desoto 2d. 1959 Chevy 2d hardtop and conv. 1966 Chevelle SS. 1970 AMC Marlin fastback. 1972 Chevy pickup. 1980 Monte Carlo. How about some classic gas pumps and gas station accessories to create some mini-scenes?

Dear Hot Wheels, Matchbox and Johnny Lightning, How about a premier series of American 1/64 trucks and cars with realistic tires? .Oh yeah, look back at my action set ideas for utility trucks.

And wouldn't it be nice if those figures from the toy action sets and Racing Champions tires could be purchased individually?
- Happy Holidays - Jeff

The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

NARROW GAUGE / STANDARD GAUGE INTERCHANGE (PART II)

This time we are back on the subject of freight interchange between standard and narrow gauge railroads. Figure 1 shows about the simplest track arrangement that there is for an interchange - basically, two tracks, one of each gauge next to each other. For many small narrow gauge branch type railroads, this was as all there was. It could be made more complex by adding some additional tracks, but the basic functionality is the same.

If you already have an S gauge model railroad, but have some interest in Sn3, a simple siding arrangement like this could work for you. The only necessary investment in Sn3 is some track and a few car kits. Your standard gauge railroad then has another shipping and receiving location. The Sn3 mainline can be run off the layout or can be hidden behind a backdrop or a hill. .

Figure 2 (p. 23) is a drawing of Owenyo, California, as it appeared around 1950. This was one of those in-the-middle-of-nowhere locations. This narrow gauge railroad was originally the Carson and Colorado, which was started by the owners of the Virginia and Truckee. The SP managed to buy it in 1900, just in time for the Tonapah gold rush. I am using this example because I have information on the track arrangement, and it has several interesting features. What this interchange contains are examples of facilities for interchanging different kinds of freight. Note that there is no dual gauge track.

First there is a wooden transfer trestle. In this case the narrow gauge is on the trestle and the standard gauge cars go underneath. This allowed for gravity dumping of ore. The problem with this type of transfer trestle on a model railroad, is the amount of space it takes for the ramp arrangement. Besides the necessary clearance, the vertical curves at the ends of a steep grade can take more space than many modelers realize. However, this type of transfer arrangement does make an interesting model, if it can be worked into a layout.

Notice that livestock has its own transfer facility. This was very common throughout the country when livestock traveled by rails. This is nothing more than some standard stock pens with loading gates for both railroad gauges. Local livestock could also be brought here for shipment. Note that the loading height will be different for the two gauges.

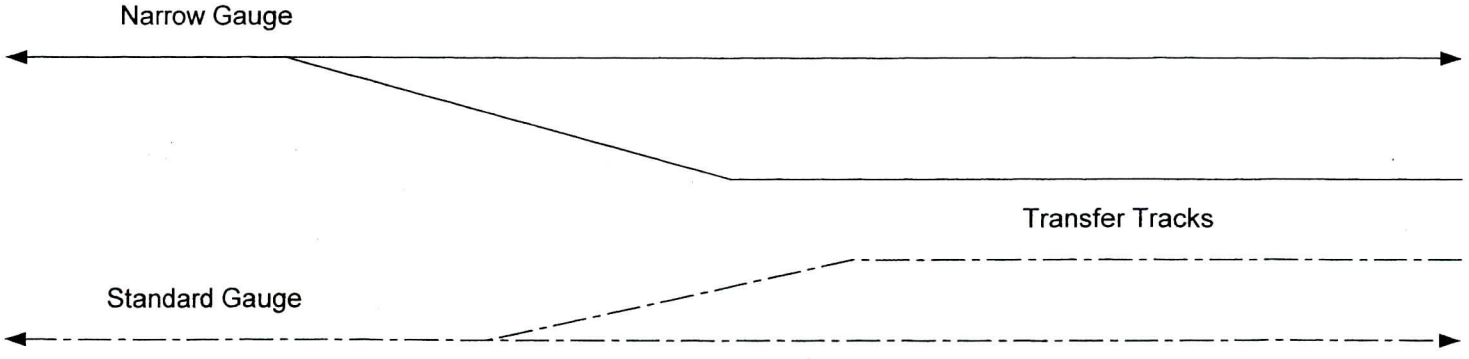
The main freight transfer area has some adjacent narrow and standard gauge tracks plus a platform area. This would be the main transfer area for general freight. Adjacent to this platform area is a hand-powered transfer crane. This would be used for heavy bulk goods, like machinery. The crane could also be used to transfer loads.

One unique feature in this yard is a transfer dock for loading narrow gauge equipment onto standard gauge cars. This was nothing more than a ramp, with narrow gauge track on it, that went to the standard height of a standard gauge flat car. This was used by the SP when narrow gauge locomotives needed major repairs, and they had to be forwarded to their standard gauge facilities. It was also used when the narrow gauge line received new/used equipment from one of the SP's other narrow gauge lines that was either being abandoned or standard-gauged.

While this example does not show it, at some interchanges there were depots or stations that were served by both gauges. Depending on the physical arrangement, dual gauge track may be necessary, or just make sense, to get to some of these locations. Dual gauge track would also be used so tracks could serve more than one purpose, such as holding cars of either gauge. However, dual gauge track is definitely additional work to install and maintain.

I feel a standard gauge interchange can add greatly to the operational possibilities of a narrow gauge layout, but I also think the owner of a standard gauge layout can use it as a means to experiment with narrow gauge. If you do decide to build one, please send Jeff a few pictures.

Note: The Sn2 homepage mentioned in October has changed already: New: www.xoom.com/NarrowTracks/Sn2.



Simple Narrow Gauge/Standard Gauge Interchange

S-West III A Success!
- a report from the west

Congratulations to Gil Hulin, Ernie Horr, and Jess Bennett for putting on a very successful Western Regional S Convention, September 17-19, in Coeur d'Alene, Idaho.

The Rocky Mountain Hi-Railers were well represented, with Al and Peggy Babbitt, Sam and Debbie Rapp, Rick Emerson, Chuck and Chris Stenzel, Steve and Karen Blackburn, and John and Carol Eichmann making the 400-mile trip. We even got special mention in the S-Train Rail, newsletter of the Inland Empire S Gaugers Association of the Pacific Northwest (Spokane): "It was nice to see so many people from other parts of the country. I would like to make special note of the large contingent that came up from Boise, Idaho." (Thanks, Ernie.)

According to Gil Hulin, S-West III Chairman, 59 people (including six vendors) registered, but I know the attendance was greater than that as I counted several spouses who were not on the list. States represented included Idaho, Washington, Oregon, California, Wyoming, Colorado, Utah, Montana, Florida, and Illinois.

We all had fun at the vendor tables, and I think that every one of us went home with at least a few new treasures. Clinics on Friday included Arden Goering's "Imported Brass Motive Power," Ernie Horr's "Scratchbuilding Rolling Stock," and our own Al Babbitt's "Scratchbuilding Cardstock Structures." Al was a hit, as practically everybody got in on his clinic/workshop. A few minutes after his clinic started, I looked around the hall and realized that even the layouts had shut down and that everyone was crowded around the tables, determinedly working on their cardstock trackside structures. It was very well received and a lot of guys, and gals, I might add, have a nice small building to add to their layouts."

Friday night we took in layout tours in Spokane, viewing the Riverside HO club's large permanent layout, Ernie's Tinplate Road, and Ron Tilton's S-scale layout. Our thanks to all for generously inviting us into their homes (the refreshments were especially appreciated).

The crowning glory for many of us was saved for the Saturday tour, when we were able to see Jess Bennett's fabulous Great Northern layout at his mountaintop home in Careywood, Idaho. I know I speak for more than a few when I say that it was like a pilgrimage to Mecca. The incredible beauty and detail of his layout and his scratchbuilt motive power is really indescribable, so I won't attempt it here; but, for many of us, it was as near a religious experience as one could have in model railroading, regardless of scale. For those who weren't able to make the trip north, let me strongly recommend that you visit Jess someday; he loves to share.

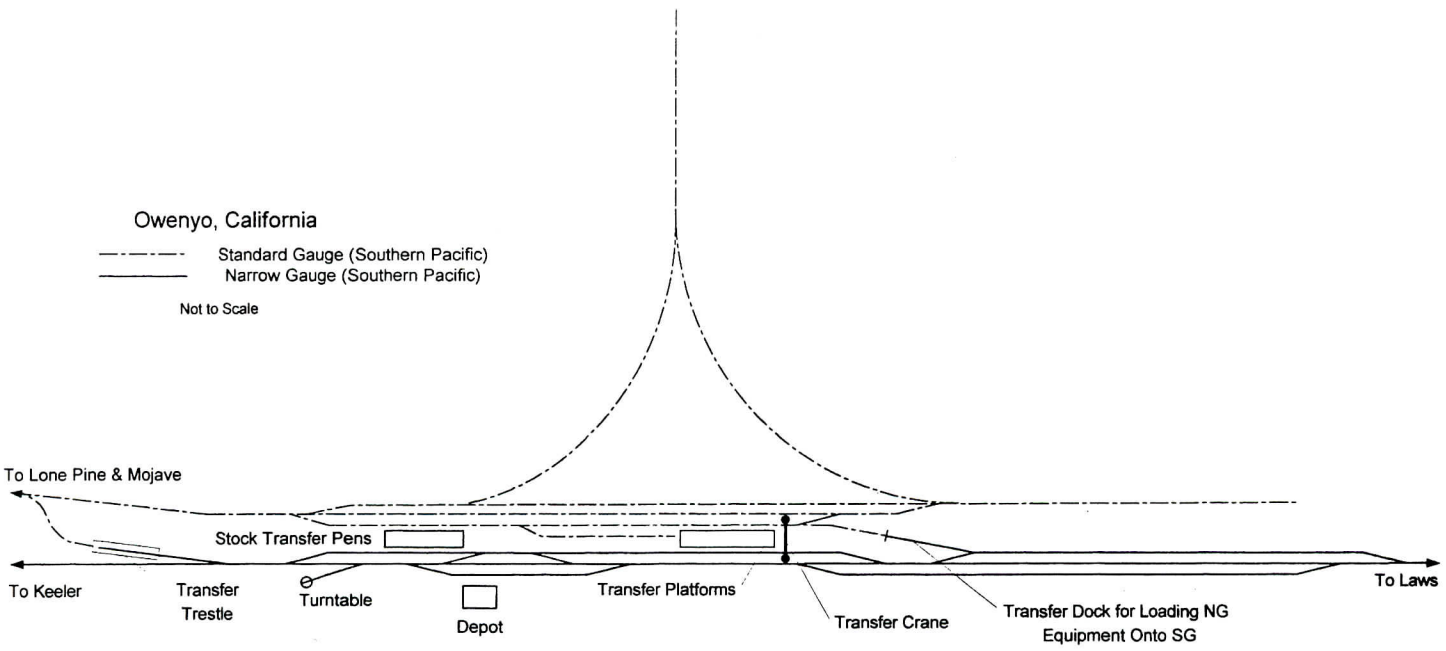
We rounded out the afternoon with a trip into Sandpoint where we visited the local museum with its HO display, had lunch, and did a little shopping and train watching (the BNSF). That evening, the convention hall was opened to the public for a few hours.

As with the NASG National Convention in Worcester this year, one of the most enjoyable aspects of S-West was in meeting other S gaugers from around the country. We saw old friends, formed new friendships, shared tips and experiences, and left with a feeling of camaraderie. The RMHR made an impact, as we received inquiries for membership from a fellow in McCall, Idaho, and a couple from Corvallis, Oregon. (Hi, Darrell, Jerry, and Nancy.)

Gil reports that Pacific Rail Shops' John Verser is promoting next year's S-West Convention "at the Western Pacific museum in Portola" next September (had to look it up, but it's in California, northwest across the border from Reno).

Again, our thanks to all who helped make this a successful convention.

-John Eichmann, Rocky Mtn. Hi-railers.



"Where We Make Tasty Sandwiches Of Your Club News"

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gauge Railroaders (BSGR)** brought their portable layout to the Greenberg Show in Wilmington,MA. on Nov. 21-22. The next big event on their calender is the two day train show sponsored by the Amherst Railway Society at the Eastern States Expositiion Grounds, West Springfield, MA. The event is held in two buildings, the Better Living Center and the Young Building. The **BSGR** has been attending past years, shows with their layout to showcase S gauge. Last year the group was situated in the same area as several S gauge vendors, including S Helper Service and Port Lines Hobby Supplies. This show has grown over past years, first occupying a portion of one building, then filling a very large exposition building, and recently filling two large buildings.

The **BSGR** were hosted by Jay and Dolores Rogers for a holiday party in December, in Stoughton, MA. Member Chet Brown ,Beverly, MA, will host the group in January,1999, and Paul Riley with his scale S layout will host in February,1999 in Peabody, MA.

The **BSGR** will sponsor their own show on March 28, 1999, at the Masconomet Regional. High School, Topsfield, MA.. This show will include 200 tables, plus operating layouts, and is billed as Tracks & Trains VII. If they could run the NASG convention they could do almost anything. Their newsletter is edited by Doug Peck and is called *The Bristoliner.* It includes a comprehensive schedule of train shows in the Northeast, a listing of various E-mail addresses useful to the S gauge modeler, descriptions of various new products and often fliers for special events and new product releases. The **BSGR** held an election of officers in the fall and Skip Readio is president; Jim Collins, V.P.; Chet Brown, Treas.; and Dick Connors, Secretary of the group. They welcomed Richard Haley as a new member, who is the proud owner of Tom Coughlin's S gauge trackwork/layout, having recently purchased it from Bruce Russell, the former owner. Tom's layout was featured in several S gauge publications and at the NASG convention approx. 15 years ago, where your column editor had the opportunity to view it in operation.

The **Conn. S Gaugers (CSG)** were hosted by Mark Anderson in November, who built a new AF layout that could be run at the gathering. Mark has a fine collection of Plasticville buildings that he uses for scenery on his layout, to resemble a university town that was part of his youth. Steve Kutash, Module Chairman for the group, has found three short circuits in the control boxes used to operate the modular layout. Pres. Bill Fuhrman commented that some corners (no pun intended) may have been cut in the haste to prepare the control boxes for two summer shows that the **CSG** set up their modules at. The group set up their modules at the Cheshire Train Show held at that high school and sponsored by the Ram Band. This group has two shows during the year, one in the spring and one in the fall. This is the location where **CSG** founder, Bill Krause first organized the group to set up modules and display S trains to show attendees.

CSG member Charlie Bettinger had his S scale layout featured in the 1999 Issue of *Great Model Railroads* published by Kalmbach Publishing Co. This was a very good publicity boost for our favorite gauge, and Charlie should be right proud. Charlie has hosted the **CSG** on more than one meeting occasion. **CSG** members with modules have decided to add plexiglass borders to prevent trains from going onto the floor. One-quarter inch thick plexiglass about four inches high will be used to protect the trains from a possible trip to the floor. Members Steve Kutash and Craig O'Connell are looking into the plexiglass. Craig edits the club newsletter. Member Bob Ritchie organized an order for American Models New Haven-decorated pacific locomotives with and without passenger cars. The passenger cars were offered in the McGinnis paint scheme, colorful to the eye and representative period for the real RR.

A recent issue of the *Canadian S Scale Quarterly* published by various members of the Canadian S gauge group. Spearheaded by Paul Raham of Marlbank, Ont. the issues are edited by membership, and include descriptions of the activities of the various members. Simon Parent recently moved to Calgary with his wife Nathalie, and all his S gauge belongings. Simon has had various S layouts and moved several "modules" that can form the basis of a new layout. Member Alex Binkley wrote a report of a get together in the Spring of the membership hosted by Ron Scott and Dave Mehew. Bill Ferguson of Toronto had some gondolas made by splicing Marx gons and adding S trucks.

The *Quarterly* includes various tips and S gauge ideas which are of interest to the modelers. Member Ron Scott is handling the distribution of the group's arm patches, which have a cloverleaf and the words "S Canada". A tip on taking photos of your layout in the winter with snow includes the idea of using an old towel as a backdrop. The towel when slightly out of focus, looks like snow covered hills, according to Kelvin White, the sole contingent from the mainland. The newsletter also includes various small ads for commercial suppliers of S gauge and modelling equipment. A 1/8 page ad is available to manufacturers and suppliers on an honor system. This means that the ads are accepted without charge and advertisers can make "nominal donations" at their discretion, depending upon response to the ads. Members of the group can make ads on a free basis. This is a feature that many S clubs do not encourage or have, to the best of the writer's knowledge. The *Quarterly* also includes a plug for membership in the NASG, a feature that is always good to see.

The **American S Scale Circle (ASSC)** is a group of modelers in England who model in 3/16 scale with American prototype RR equipment. Kelvin White coordinates this group, and publishes the newsletter. Kelvin has a portable layout that he has named Kerneekee, and will display at the Dec. 5, NMRA extra winter meet to be held at Benson Parish Hall. He is planning to display and operate the layout at Ongar, Essex on Feb. 6, 1999. Geoff Bishop's Southern Pacific layout named the Cushman-Coos Bay Branch, was exhibited at the Swindon MRC exhibit at Greendown School on Nov. 28-29. Kelvin helped Geoff display his O scale layout named Union City, at Eurospoor, a big international exhibition in Utrecht, Holland in October.

Meanwhile, back in America, the **South Jersey S Gaugers(SJSG)** displayed their portable layout at the Greenberg Show at the South Jersey Expo Center, Pennsauken, N.J., in early November. On Nov. 21, the group displayed and operated their layout at the Lenape Middle School, Doylestown,PA. In Dec. they are displaying at the Greenberg Show, Ft. Washington Expo Center, Ft. Washington, PA. The **SJSG** held their own train show at the Bellmawr, N.J., Fire House in October. Committee members Hank Worrell, Mike McConnell, Chick Viggiano, Dan Desantis, and Henry Mortimer spent a tremendous amount of time planning and organizing the show, and the results were very, very good according to the *Waybill*, newsletter for the group edited by Ed Claypoole. Club members and volunteer firemen helped participating vendors unload with quick efficiency, while other members set up the club layout. This was the second club show for the group.

SJSG member Ed Savage hosted a play-trains meeting in November, and Chick's Hobbies was the host in December. A recent issue of the Waybill included a comprehensive list of tourist railroads that are within driving distance of the South Jersey area. President Bill Moore conducted a recent meeting where plans for a trip to Baltimore were made. The total needed to fill and pay for a charter bus was not met, but members voted on a motion to have the club treasury pay for the unreserved seats so that the trip would not have to be cancelled. The motion passed and the trip was made ! The **SJSG** recently welcomed a new member, Dan Mastrobuono.

The **North Penn S Gaugers(NPSG)** held a recent meeting at the home of Dave Heine. where his Sn3 layout was operated and appreciated. Attendees included Norm Lepping, John Foley, Curt Johnson, Joe Bolsar, and Mike Pragheimer. The host's layout occupies approx. 75 % of the large basement, with a single track point to point design. There is a connector to allow continuous operation. Scenery is approx. 20 % done, but that is magnificent, according to the account in the **NPSG** newsletter. The group is working on modules, and at least seven members are building them. The group welcomed new member Michael Pragheimer, of Bethlehem, PA. Mike is a collector and operator of AF and volunteers at Steamtown, and the Black Diamond Society of Model Engineers. Joe and Dorothy Duke hosted the group in November in Hatfield, PA.

NPSG member Glenn Ritter edits the newsletter which recently included ads for various train displays and train shows in their area. One such ad was for the Allentown Train Meet Associates First Frost Train Meet. It was held at the Allentown Fairgrounds Agricultural Hall with over 36,000 sq. ft. of tables, buses and tour groups welcome. The event featured parking for over 3000 cars. Other ads paled by comparison to this event.

The **Potomac Valley S Gaugers (PVSG)** were hosted by Dick Cataldi on Nov. 7, where "secret models" were unveiled. Members attending were asked to bring the models that they were working on, finished or not (hopefully S gauge). The host has a new layout room, and the group is in the process of planning a modular layout for display purposes. Dan Vandermause hosted the group on Nov. 21. Planning for the activities and events in 1999 were made. Dan hosted modelling workshops for members interested in November and December.

The **Baltimore Area AF Club (BAAFC)** was hosted by member Bob Davison in Jarrettsville, Md., north of Baltimore in October. John Douglas hosted the group in November. The **BAAFC** displayed their portable S gauge layout at the Hartly,DE. Model Train & Toy Show. They displayed their layout at the Greenberg Train & Toy Show in Timoniu, MD. on Dec. 5 - 6. On Dec. 12, the group displayed their layout at the John Hopkins Hospital, Baltimore, MD. On Dec. 20 the layout was again displayed at the TTOS meet in Annapolis, MD. Ron Kolb coordinates the group which keeps busy displaying their layout.

Bullock's Restaurant, Westminster, MD. was the scene of the **BAAFC** holiday party on December 17. The group had an interesting field trip to the live steam exhibit of the Chesapeake & Allegheny Steam Preservation Society, in Leakin Park, Baltimore, MD. The trains are 1/8 th full size and are pulled by coal burning steam locomotives. The layout contains over three miles of track. The group met on a day when there was operations, not at any specific time, so members could come as they wished.

The **Altoona Area Train Collectors Club(AATCC)** displayed their S-Mod layout at the Greenberg Show, at the Monroeville Expo-Mart, in November. Gregg Miller is president of the group, which includes members interested in various gauge trains. They are building an O scale modular layout and the plans are being formulated for that project. The **AATCC** hosted a NASG convention several years ago, and there are plenty of train-related activities in their area. Meetings of the group are held on the second Sunday of each month at the Altoona Railroaders Memorial Museum in downtown Altoona. The group does not meet in July and August. The S gauge layout will be displayed at the Museum from Nov. 22 through New Years Day.

The **Southeastern Michigan S Gaugers(SMSG)** brought their modular layout to the Train Swap Meet in Saline, MI/ in November. Sig Fleischmann coordinated the bringing and set up of the layout at the show. The event was held at the Washtenaw Farm Council grounds where the modular layout was brought and set up on the day before. Member and Treasurer Jim DeWitt hosted the group in December. They had planned to have a discussion on how to increase the interest in the club. At an earlier meeting of the group they had a discussion on their club, and what the members can do to improve upon it. Sounds like a forward thinking group.

The **SMSG** planned to hold elections at their December meeting. The president and two members-at-large are up for election. Gaylord Gill was the president, and Sig Fleischmann and Dale Baker served as Members-at-large. Members Dale Baker, Terry Dwyer, Don Gates, Dave Held and Bob Pardington attended recent meetings of the group.

President of the **Chicagoland Assoc. of S Gaugers (CASG)**, Joel Lebovitz, conducted the October meeting at Dora's Pizza on Lake Street. It seems that it was homecoming for the local High School, so the group was inconvenienced at the pizza shop, and had to relocate within the shop, while conducting their meeting. Meetings are normally held on the third Friday of the month at the cafeteria in the southeast corner of the building, Walter Lutheran High School in Melrose Park, IL.

Members start to arrive at approx. 7:00 P.M. to meet friends, sell/trade equipment, view videos,have coffee and rolls, etc. The **CASG** newsletter is distributed by Dave Sengenberger, Secretary and includes a very comprehensive listing of area train meets, displays, etc. of interest to the RR and model RR enthusiast. The group have a thing called the "Art Report" as a regular part of their meetings. This is a report of events and train shows in the area and wherever "Art" has gone recently. The "Art" is Art Doty, popular member and activist in model railroading. At a recent meeting of the group the "Art Report" was given by another member because Art was not able to attend the meeting. He probably was out somewhere attending or checking out some model RR activity for a forthcoming meeting report. Upcoming and past events are most probably included in the "Art Reports", very useful and worthwhile information to be sure.

The **CASG** hosted the 23rd annual rotating Fall S-Fest on November 6-8 in Matteson, Illinois - right on U.S. 30. According to Chairman Andy Jugle there were 370 registrations which computed to a total of 690 actual persons attending. There were 125 at the banquet for the usual Joe McDoaks movie and to hear ex-SF railroader Homer Henry speak about his main interest, which is coordinating real trains for Hollywood productions - *The Fugitive* is an example. There were also the usual clinics (including one by the *Dispatch* editor), contests and display layouts. All the swap tables were sold out. A dispute with the hotel was also resolved.

The **Stateline S Gaugers(SLSG)** under the able guidance of Vera Geerts and Jim Larson set up a layout at the Midway Village Show in early November. This show was on at the same time as the 23rd Annual Fall S Fest. Dave and Tim Oberholtzer hosted the group in mid November. Nomination of officers was done for the ensuing year. The club's modular layout was set up and S trains were run after the meeting. Member Mac McGrath coordinated transportation to the Trainfest meet. The **SLSG** is considering a club sponsored monthly or bi-monthly swap meet to be held in the greater Rockford-Freeport-Belvidere area. Sounds like a big undertaking to have members coordinate the activity and get dealers or other leasers of tables and advertise the event to the public.

The **Cuyahoga Valley S Gauge Assoc.(CVSGA)** recently completed construction of a new AF layout to be used for display and public exhibition. Member Joe Jansky is chairman of the "tinplate layout" which includes an AF barrel loader,water tower, bradford diner, air craft beacon, circus tent, whistle billboard and horn, and a siding for operating unloading cars including the log and coal cars. The layout consists of three 7 ft. x 4 ft. tables hinged together. It has all AF track with rubber roadbed. The layout features a block system on the main line so that two trains can be safely operated at the same time. All the material was donated by the club members for the layout from their AF collections. The **CVSGA** plans to display their AF layout at several train shows in the Cleveland, OH area this winter.

The **AF S Gaugers of the St. Louis Area(AFSGSLA)** were hosted by member Craig Tarpoff in November, in Granite City, IL. Craig has converted a spacious sunroom into a train museum and layout/display are. According to the group's newsletter, Craig treated the group to the most interesting S gauge layout in all of the Bi-state area. On Nov. 14-15 the **AFSGSLA** began assembling their Famous-Barr Department Store layout for the 1998-1999 seasonal display. This is a display that the group has designed and set up in past years. The layout is re-used from year to year but there are maintenance and improvements always to be done. The layout will be disassembled and taken down on Jan. 2, 1999 for storage and use in the future.

Charlie Taylor hosted the **AFSGSLA** in December with his large S layout featuring American Models trackwork. In early January Norm and Ione Pilarski hosted the group for a holiday get together with guests and wives or special guests invited. The event was at the home of the hosts in Wildwood, MO. and has been a favorite get together for the club in the past several years. The **AFSGSLA** planned to bring their layout to the Greenberg Show ,Collinsville, IL. in the end of January. They planned to exhibit their layout at the Dupo, IL. Train Show on Feb. 13, 1999. Member Gary Mueller edits the newsletter and Moe Berk coordinates the group. Chris Rathert will host in Chesterfield, MO. on Feb. 19. The group is beginning to plan for the Fall S Fest-1999 to be held in the fall, 1999, and to be planned, organized and operated by the **AFSGSLA.** The group hosted the event in 1995 and they are planning for an even improved fest for this year.

The **Badgerland S Gaugers (BSG)** are planning for the year 2000 Fall S Fest. Members Dave Smukowski and Joe McGrath volunteered as chairman and co-chairman, respectively, at a recent meeting of the group. They are looking at facilities and possible places to hold the event. This is a milestone of sorts because it will be the first Fall S Fest that John Wickland will not be the chairman . The event is the focus of a **double silver anniversary**, for the Fall S Fest and the **BSG** group. Dave has an outdoor G gauge and indoor S gauge layouts.

The **BSG** sponsor monthly train meets at the Red Carpet Lanes, Waukesha, WI. Future dates are Jan. 24, 1999, Feb. 28, Mar. 28, and Apr. 25 from 8 AM till Noon. Admission is $ 1.00 and selling tables $ 8.00. This is a regular event where the group can earn some income and have a place to go on some Sunday mornings. There is nothing like this in the Eastern part of the USA that your column editor is aware of. Member Roy Meissner hosted the group in October, and Jim Brown in December. This will be the last "Christmas Party" meeting at Jim's as he will be retiring to northen Wisconsin over the summer. Gary Children of West Allis will host January meeting. Dave Koehler is scheduled to host the group on February 16.

The **Inland Empire S Gaugers Assoc of the Pacific Northwest(IESGAPN)** attended the train show held at the Spokane Community College in October. Member Jess Bennett had a table at the show. The show was sponsored by the Inland Empire Railway Historical Society, Inland Empire Live Steamers, and the Spokane Model Railroaders. They had operating model railroads and live steam on display. Dale Weiler of Otis Orchards WA. writes the *S Train Rail* newsletter for the group.

The **Pines & Prairies S Scale Workshop(PPSSW)** has a newsletter distributed via E-mail and edited by Walt Jopke in Eden Prairie, MN. The group solicits participation from the S gauge community including AF, hi-rail and scale interests. The group is sponsoring the 1999 NASG Convention- "Lake Special 99" to be held in St

Paul in July. This convention is in conjunction with the NMRA convention and the organizers hope to provide the maximum amount of flexibility and value for the convention dollar. The joint NMRA-NASG convention held in Pittsburgh, PA, some years ago had super layout tours with well coordinated bus service and interesting layouts to visit. Your column editor enjoyed the tours and large convention hall train show that included a big S modular layout organized by Central Jersey S Scalers(CJSS) Don Thompson and Don DeWitt among others.

The **PPSSW** was hosted by Walt Jopke in November, and Ken Zieska in December. Dave and Sharon Jasper,Ken Zieska, Walt Jopke, & Ben Trousdale all travelled to Worcester, MA. for the past NASG Convention.

The **Rocky Mountain Hi-Railers(RMHR)** were hosted by Steve and Karen Blackburn in Boise for their November meeting. The group participated in the 4 th annual Boise Toy Show, at the Western Idaho Fairgrounds held in November. The group plans well, as their newsletter includes a listing of the members (Al Babbitt,Steve Blackburn, Shane Jibbin, Aaron, Gregg, and Philip Lewer, Rick Emerson, John Eichmann, and Don Osborne) and the items that they will bring to the meet, and layout set up. This method is much more member-friendly than a general announcement in a newsletter that the members of a group are expected to bring accessories to the forthcoming show and club layout display. Confusion about who is bringing what abounds, and sometimes the items most sorely desired are not brought by anyone.

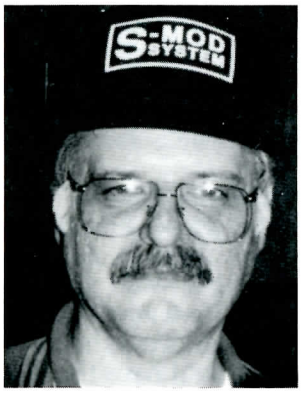
John Eichmann edits the *S Say*, newsletter of the **RMHR** and includes descriptions of new S products and his experience with various techniques and methods. The group has been organized since November 1995, when they brought a layout to the two-day NMRA show in June,1996.

The **Bay Area S Scalers(BASS)** publish their newsletter, the *Bass Waybill,* with Barney Daehler as editor. The group was hosted by Don Harper in Livermore, CA. in November. Don has a highly detailed S narrow gauge layout with a recently added logging area. The layout was featured in Kalmbach Publishing Company's *Great Model Railroads,1999*. Barney hosted the group in September which has a water tank closely following the prototype in Jamestown, CA. Member Bob Caughey has cleaned his workbench and is preparing to install lighting in some S gauge passenger cars. Cleaning the workbench is no small job, and not to be taken lightly. Richard Knight is completing the construction of a Locomotive and Supply SP 2-8-0 and recently finished the tender.

BASS member Bob Groh is working on a steam powered Rio Grande derrick (in styrene) in S gauge. He is planning on a possible new layout in the garage. Michael Eldridge invited the group to set up their modules at a church hall in January, but final details must be worked out. Member Greg Elems set up an S layout in his garage, and is in the process of ballasting it.

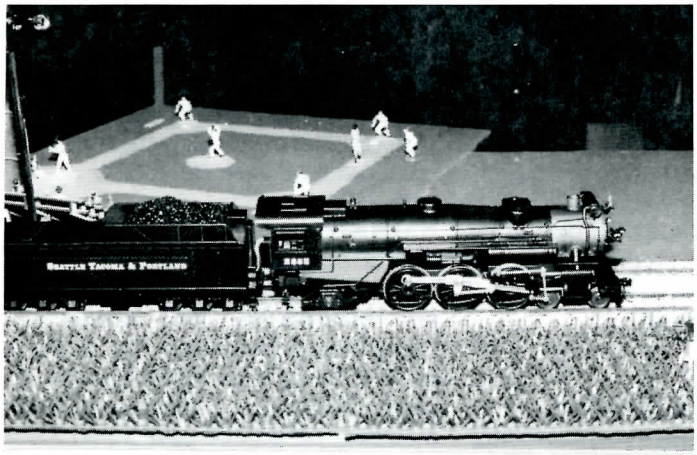
Your column editor wishes to thank those groups and individuals who make their newsletters and event information available for this column. Send your newsletters to me at the following address:

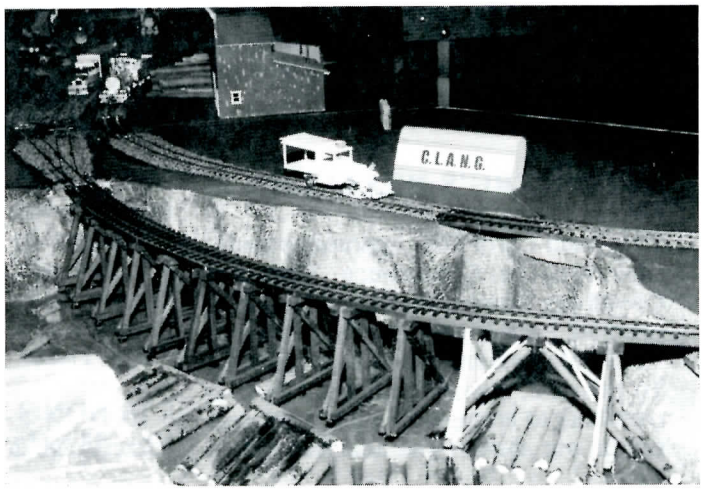
Dave Pool
11 Bittersweet Trail,
Wilton,CT.,06897-3902



Some scenes from the November '98 Fall S Fest in Matteson, Illinois - see writeup under Club Sandwich. Left is Rich Gajnak of the Chicagoland S Gaugers who added some superdetailing to the American Models Pacific shown below his photo. How about that ball field and the fake grass mat cornfield. This scene is on the C.H. A. S. M. modular hi-rail layout. Right is one of the gems that popped up for sale at the swap meet - yup, an in-the-box Miller switcher kit. Below is a scene on the Chicagoland Area Narrow Gauge modular layout.







EXTRA BOARD

MANDATORY READING
An excellent article appeared in the November, 1998, NMRA Bulletin on an O scale Modular Layout. David Richter of the Central Ohio O Scale Engineers penned the article which is 5 pages long with color photos. There are lots of S-adaptable tips in this article. One tidbit I particularly felt was profound was that the club pre-built each module as a group effort to strict standards. This way all the construction was uniform. The basic modules sans track and scenery were then sold to members for completion. Another idea I liked was that about a third of the modules included an inner track which is used as a branch line with industries. Since this outfit appears based around Columbus, Alan Evans and the COSG bunch should visit it, if they already haven't.
- Jeff

CAN YOU FIND?
While at Trainfest in November (the big 2 day train show at Milwaukee's State Fair Park) I snagged a small typewritten half sheet of paper which was a handout for one of the modular layouts there. It caught my eye because all it had on it was the title Can You Find? and then a list of 32 scenic things to try and find on the layout. Sort of a Where's Waldo thing. I'm sure both adults and youngsters enjoyed this little search quiz. It occurs to me that this would be a good idea for S gaugers to keep the public interested a little longer in their particular layout. This would even be a good idea for home layouts on tour. Some examples: A girl skipping rope, A man who parked his car illegally, A girl without a swim suit, a funeral, A dog by a fire hydrant, A stack of newspapers.... you get the idea.
- Jeff

GREENBERG'S WELCOMES S, GATS TOO.
This from Carol Dix, operations assistant for the Greenberg Shows... Greenberg Shows has been pleased to promote both S gauge railroading and NASG club activities whenever possible. To this end, I work with local NASG members to arrange for club participation at our shows. The attached article describes our services and goals....

One of Greenberg Shows' goals is promotion of the toy train and model railroading hobby. Shows make space available to clubs so they can show-and-tell and recruit new members. Attendees appreciate the club demonstrations, become inspired by what they see and become engaged hobbyists.

Currently Greenberg Shows sponsors 44 shows in 27 locations. At each show we welcome clubs to bring their layouts, to make available club information, and to offer how-to demonstrations, clinics or sponsor fund-raising events.

NASG may have a unique module or model railroader to show and tell for the club. Or the club may want to show off many modules and demonstrate how the club members work as a team to build the area's biggest S layout. In either case free tables are available for the club as well as cash honorariums for exhibits, displays and workshops. Honorariums are usually based on layout size and sophistication of presentation.

We hope you will participate in our next show in your area. To learn more about participating please call Carol Dix at Greenberg Shows in Maryland 410-795-7447 or e-mail us at: info@greenbergshows.com. We will be happy to answer any questions you may have and send you information about participating in one of our shows.

Help us help the hobby grow.!!!

John Foley, Eastern VP contacted the Greenberg Shows and The GATS (Great American Train Shows) to help find out about space for NASG booths and/or layout displays. Both were cooperative. For example, the NASG (donated space) booth was manned by John and Alan Evans at a GATS show in Wheaton, Illinois on Sunday following the Fall S Fest nearby. FYI - Greenberg Shows are mostly in the northeast, and GATS' shows are mostly midwest, mid-south and west.

CLUB WEB SITE
I started a web site for the Lehigh Valley S Gaugers. In addition, I will be adding a section with some pictures of Frank Titman's layout. Website is: http://members.xoom.com/lvsg.
- Dave Heine

S IN NON-S PUBLICATIONS
Nov. '98 *NMRA Bulletin* - besides modular article mentioned at the top of this column, there was an informative article about understanding scale and gauge by Pete Moffett. Various scales and gauges are covered. S membership in the NMRA is listed at 1.6 percent.
Great Model Railroads '99 (Kalmbach) covers 2 S layouts - Charlie Bettinger's Charlestown and Pattiville (std. S) and Don Harper's Sn3 Harper Valley Lines.There is also a compact O scale layout which would work nicely in S.
Jan '99 *MR* - Dave Jasper's standard S Central New England Railway takes up 6 color pages in this issue. His layout will be on tour at the Minnesota NASG convention in July of 1999.
Jan. '99 *CTT* - A 3-page color article by Noel McGaughey on Gilbert's classic 752 and 752A Seaboard Coalers
Jan. '99 O Gauge RRing - 6 page color article by Fred Dole on using Flyer Accessories for O layouts. .

NJ MULTI-GAUGE CLUB
The Morris Plains, NJ, Model Railroad Club is located in the historic DL&W Railroad freight station, and was formed to foster interest in both real and model railroading. The club is open every Monday evening from 7:30 pm to 9:30 pm. All major sizes are represented at the club - G, O, S, HO and N. Visitors are welcome to bring trains to run - children must be accompanied by an adult. The club is town sponsored and there are no dues for those interested in membership. During the Christmas season the station is decorated with lights.
- Submitted by Floyd La Barre

DEPT. OF CORRECTIONS
On page 17 of the October issue the Central Jersey Club showed up at the Worcester convention - well, not really, the caption should have read South Jersey. Now if both clubs would hook their modules together we'd have the South Central Jersey S Gaugers, or is it Scalers. Oh well.

Note that on the contents page of the August Directory that the end part of the membership chair Dody Steven's e-mail (Paul Steven's as well) is incorrect. It should read **.net** - October's is OK.

NMRA S CAR
The newest "Living Legend" series of commemorative cars is a covered hopper lettered for John Armstrong's Canandaigua Southern. The S car will be the 3-bay one from Pacific Rail Shops.These are available to NMRA members for $29.00 plus $5.00 S&H.

BUILDING FROM CARDSTOCK

In response to our request for tips as presented by master structure scratchbuilder, Al Babbitt, he has published a booklet entitled, *Easy Scratchbuilding Techniques for Cardstock Structures and Accessories.* The ten-page booklet is loaded with ideas such as "Tools Needed To Get Started," "Materials Needed To Start Building," "What Adhesives Are Best For What?," "Where Can I Get... ," "Some Fun Materials For... ," and "Details That Can Make A Difference."

Al sold many of his booklets at his very successful clinic at S-West III. Included with the books are template patterns for various types of siding and roofing designs which can be photocopied onto colored/textured papers and then applied to cardstock structures.

Price of the booklet is $1.50 plus postage, and can be ordered directly from:

Al Babbitt
233 E. Pennsylvania St.
Boise, ID 83706-4423
(208) 389-7842

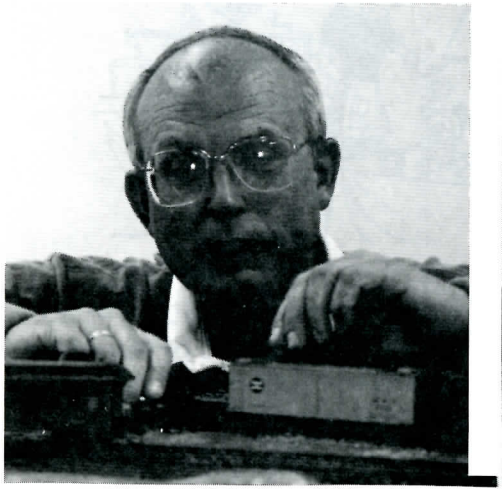
As reported in the S-Say, newsletter of the Rocky Mtn. Hi-Railers.- ed.

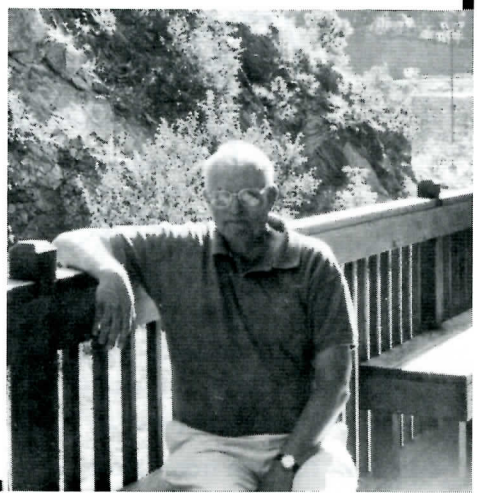


Left - Sort of an *S Gauge Herald* reunion at the fall Central Jersey Get-Together as Former editor, Frank Titman, and former publisher, Wally Collins, appear to be swapping some items.
Photo by John Foley

LAST RUN... Kenneth D. Mackenzie (1938-1998) of Greendale, Wisconsin.

Ken was a pioneer Sn3 modeler preceding commercial availablitiy in the early 1960s. Then ahead of his time again by not modeling Colorado, but choosing instead, the Black Hills gold railroads. He promoted S scale while seeking to include the rest of the modeling community. To link S more strongly with the NMRA, he formed an S scale SIG (Special Interest Group) and single-handedly edited and published its newsletter, *Essence*, for several years. Ken's keen wit and friendship will be missed by members of the **Badgerland S Gaugers**, the **Potomac Valley S Gaugers**, the **S Team** and the **Pines and Prairies S Scale Workshop.** Photos courtesy Chuck & Pat Porter.





S-CALENDAR

Feb. 12-14, 1999: 14th annual Sn3 Symposium, Holiday Inn, 303 E. Cordova, Pasadena, CA 91101. Info: Jeff Smith, 1718 State St., #6, South Pasadena, CA 91030 - (626) 441-6272.

March 28, 1999: All-gauge train show - Tracks & Trains VII, Masconomet Regional Fieldhouse, Topsfield, MA. There will be S dealers and layouts there. Info: Doug Peck, (978) 465-8798, portlines@ aol.com.

April 30-May 1, 1999: Spring S-Spree, Holiday Inn-Dayton Mall, Ohio, SR725 at I-75 (exit 44) sponsored by the Miami Valley S Gaugers. Info: Bob Guckian, 227 W. Spring St., Eaton, OH 45320 - (937) 456-1226. Holiday Inn direct phone (937) 434-8030.

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. Hotel: Best Western Kelly Inn, St. Paul - Res: 800-528-1234. Convention info: CCS Assoc., 6611 Countryside Drive, Eden Prairie, MN 55346 - e-mail: mhrr@skypoint.com or Fax: 612-934-6741. Note: For those interested in the entire NMRA convention, it starts on July 17

August 22, 1999: 4th Annual Train Collector's all gauge Train Show. 9-3 at Southern Connecticut State University, James Moore Field House, 125 Wintergreen Ave., New Haven, CT. $5 admission. Info: John or Robin Vanacore (203) 239-1346.

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

WANTED

Kinsman Wood Reefers; Kit or builtup! Any type road name. With trucks preferred.

N. Wedekind
24209 Post Master Ave.
Harbor City, CA 90710

Railmail continued from page 4

not the heart. This means that S scale items must be offered on a more commercial basis. They must be offered regularly and rigorously in all the model railroading magazines, not just those devoted to S scale. They must be seen on the shelves of the Great Train Stores (where the mothers of the next generation of model railroaders are buying the trains they'll grow up with). They must be offered through, dare I say it, "discount houses".

S has to have its commercial advantages touted over other scales - detail, size, etc. There has to be a much greater effort by manufacturers and publishers (non-S) to publish materials about new products and how to integrate them with today's technology (i.e. command control).

Not tolerable anymore are the public mutterings about the "craftsman's gauge" or the "old days" or squabbles among S factions. These serve only to scare off newcomers (I can speak from personal experience).

We must join ranks and go forward bravely into the COMMERCIAL world. If we don't, the scale will be left in the dust, and no one will have trains to run. If we do, we can have a larger and better selection of all kinds of goodies to make our hobby more enjoyable.
- Paul Schilling, NASG newcomer and proud owner of AF since 1957 - plus now AM and SHS.

Amen Paul. Read my editorial in the August Dispatch for some of my own thoughts. Yes, growth is tedious, and Lionel often frustrates us, but there is progress. Yes, manufacturers need to get product notices to non-S magazines. Yes, we need more S articles in non-S publications. Yes, we need to get S more into the mainstream hobby distribution system. This will come slowly, but, you know, when there's a challenge, you work a little harder. Actually though we need decisions based on ***Heart and Head.*** *S has really forged ahead on heart and not much else. Businesses like AM and SHS started with "heart" and now can use their heads to make good choices. Too much "bean counting" has often stalled a project such as the Lionel SD40-2. Some manufacturers need to have more "heart" and just take the plunge. - Jeff.*

On the Directory: I am not an avid model railroader, but I do build and run S. I belong to the Central Ohio S Gaugers, run an annual train show, go to shows and meets and buy S magazines. I do this to learn and get ideas about modeling.

I believe that the Directory has too many discrepancies between the alpha and the zip lists, and maybe this should be a separate mailing with the pages filled up with modeling articles instead.
- Jerry Richie 92R0632E, Marion, Ohio.

Gee Jerry, sounds like you're pretty avid to me. Please let our membership chairman (Dody Stevens) know about any listing discrepancies. Alan Evans can probably help you out in this matter. Maybe down the road we can make the Directory an actual content issue, but for now it's a budget matter, and it gives us an issue where we can put the "dry" things like the constitution. - Jeff

Open to the Public: I got the October *Dispatch*, and I wholeheartidly agree about opening the NASG convention to the public on Saturday. Worcester was my first convention, and it seems to me that if we go to cities that large because of required space at hotels, we should be inviting the general public to see our trains if we want people to join us.

We are shooting ourselves in the foot every time we have a convention, or even a fall or spring spree, if we do not invite the public to at least see S size trains. G scale took off because people saw and bought it, and G scale is much more expensive than S products. It's no growth unless we show to non-S people.
Michael Scivoletti, Franklin, NJ

A Message From The Treasurer: Various and numerous complaints have been coming to my attention with regards to the membership dues notification, long delays on returned cancelled checks from the membership, *Dispatch* issues and membership ID cards not received, and of letters of complaints not answered in a satisfactory manner.

If you are a member having a problem trying to establish his or her status of enrollment, issues not received or whatever, please contact me at your convenience. I will make every effort possible to address your problem and help remedy your situation.

There will be some changes coming with regards to our current method of collecting membership dues and regarding membership notification.

Please be watching for more information
William E. Moore, Treasurer.

E-mail to Lionel: I e-mailed Lionel last week about their 1999 plans for Gilbert. Their one sentence response said, "should be some AF in the next catalog." Not too encouraging. I'm not sure that it really matters all that much anymore with AM and SHS in the RTR market.
- Ron Kemp, Buffalo, N.Y. *(from the internet - ed)*



DEAR ME . . . THESE OLD TRAINS CAN'T BE WORTH MUCH. EDWIN NEVER BOTHERED TO TAKE THEM OUT OF THE BOX. . . . AND HE OFTEN SAID THAT MOST OF THEM WERE NEVER PUT "INTO PRODUCTION," SO THEY COULDN'T HAVE BEEN VERY POPULAR. IS $10 FOR EVERYTHING TOO MUCH?

S-Review: Cartoon from "More Cartoons for Model Railroaders" Kalmbach -$8.95

THE NASG OFFICERS AND COMMITTEE CHAIRMEN

Who and where they are.

OFFICERS:

President	Paul Stevens 9619 NW 71st St. Kansas City, MO 64152 816-741-1505 e-mail: craftrr@swbell.net
Executive Vice—President	Moe Berk 39 Graeler Drive, St. Louis, MO 63146 314-432-3417
Secretary	Jamie Bothwell 805 Hayes St., Bethlehem, PA 18015-3613 610-868-7180
Treasurer	William Moore 220 Swedesboro Rd., Gibbstown, NJ 08027-1504 609-423-0198
Eastern Vice President	John Foley 164 W. Railroad St., Pottsville, PA 17901 717-622-3413 Phone & FAX e-mail: foley164@ptd.net
Central Vice President	Tom Nimelli 7867 Bellevue St., Grosse Ile, MI 48138-1812 313-675-1955
Western Vice President	Lee M. Johnson 2472 Lariat Lane, Walnut Creek, CA 94596 510-943-1590

COMMITTEE CHAIRMEN

Dispatch Editor	Jeff Madden 438 Bron Derw Ct., Wales, WI 53183 414-968-3729 Phone & Fax e-mail: nasgdispatch@hotmail.com
Membership	Dody Stevens 9619 NW 71st St., Kansas City, MO 64152 816-741-1505 e-mail: craftrr@swbell.net
Promotions	Joel Lebovitz 1340 W. Greenleaf Ave., Apt. 1-N, Chicago, IL 60626 773-262-5668
Standards	Bob Sherwood 2837 Olive Drive, Cheyenne, WY 82001 307-638-2918 E-Mail: Softmoods@TCD.Net
Lionel/NASG Car Project	Doug Peck 6 Storeybrooke, Dr., Newburyport, MA 01950 978-465-8798
NASG Freight Car	Alan Evans P.O. Box 30345 Grahanna, OH 43230 614-471-7277 Fax: 614-471-3337 e-mail: rockyfork@worldnet.att.net
S-Mod Info.	Ted Larson 5 Kenicott Circle, Fairport, NY 14450 $5.00 per packet (stamps OK)
NASG Clearinghouse	William Mark, Jr. Rossway Road, Pleasant Valley, NY 12569 914-635-8553 NASG track gauges, coupler height gauges, patches and pins
Contest Chairman -	Jim Whipple 1719 Middle Rd., Glenshaw, PA 15116 412-487-3364
Election Committee Chairman	Doug Miller 371 Castleman Rd., Vestal, NY 13850 607-754-8260
Convention Committee Chairman	Dave Held 6154 Lanake Lane, Imlay City, MI 48444 810-724-5499

NASG Web Site: http://trainweb.com/nasg/ NASG Web Site Director: Craig O'Connell crocon@connix.com

ORDERING THE S-MOD STANDARDS

The NASG's S-MOD standards have been accepted by the NMRA Engineering Committee as the basis for their proposed new NMRA S standard gauge module standards. If you do not have a copy of the S-MOD materials, for $5.00 you get the following information: Direct any module questions to NASG Module Chairman Ted Larson.

Package includes:

-NASG S-MOD Module Standards
-S-MOD Concept Article
-Handheld Throttle Construction Article
-Checking Your Module Wiring Article

Orders to Ted Larson, 5 Kenicott Circle, Fairport, NY 14450. Make Checks out to Ted Larson. e-mail: mhrreast@juno.com

"S" gauge • **Pacific 4-6-2 Steam Locomotive** • *1/64 Scale*



New for 1999! *Featuring*, a realistic chug sound *(not a tender speaker sound)* made by a real piston and compressed air. Real puffing smoke with an "on-off " switch is included in all versions. See details on our web site or send $1.00 for information. Numbered limited edition engines with tender; DC versions $349.95 and AC Flyer versions with whistle and bell $429.95. Numbered sets with 5 lighted heavyweight passenger cars, over 20 feet of track included, DC versions $619.95; AC Flyer versions $699.95. Accurately decorated for Milwaukee Road and New Haven. Undecorated black painted engines with decals also available.

Also Featuring;

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