

June 2003

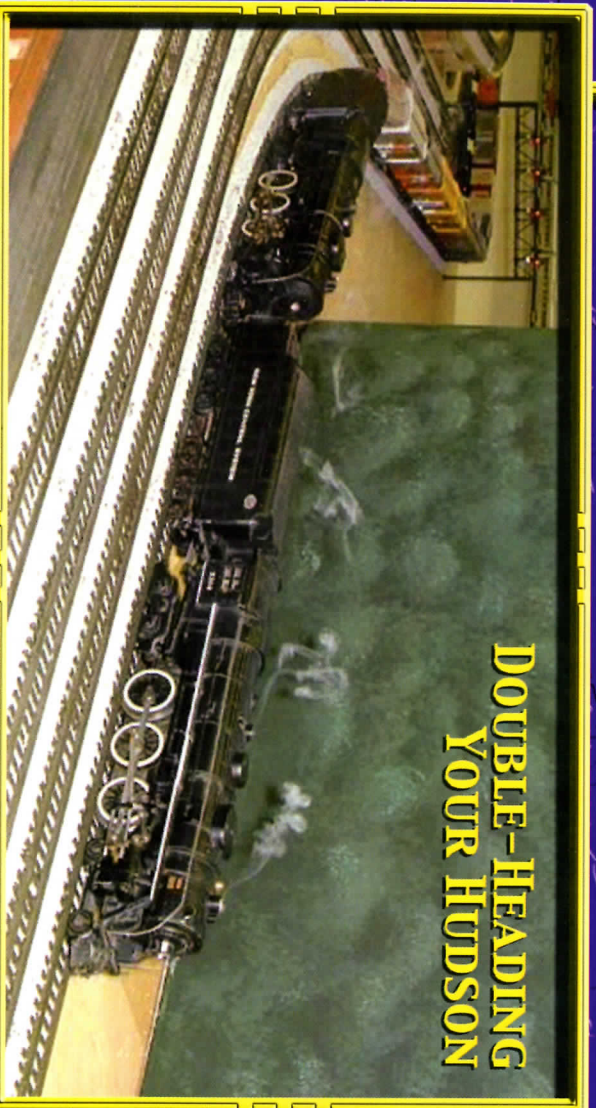
Volume XXVII Number 3



DISPATCH



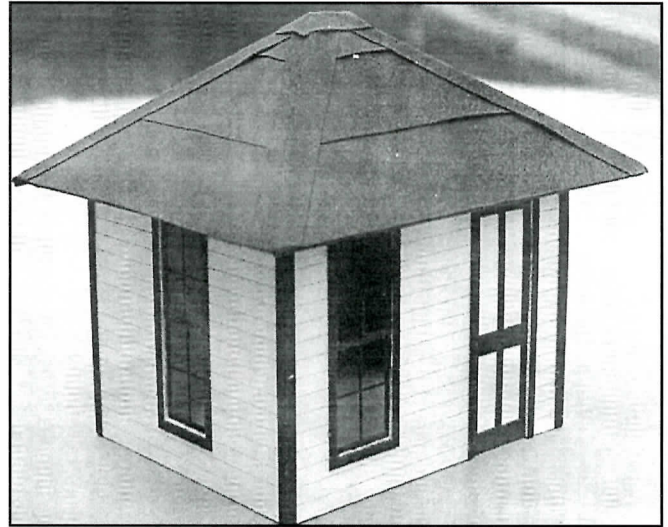
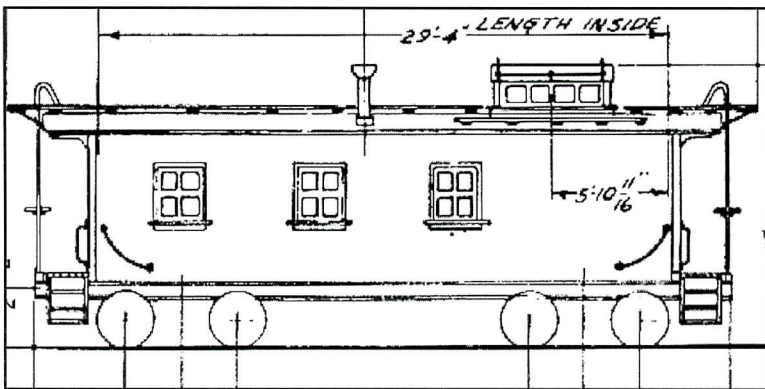
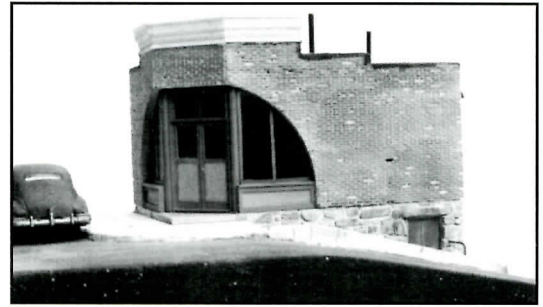
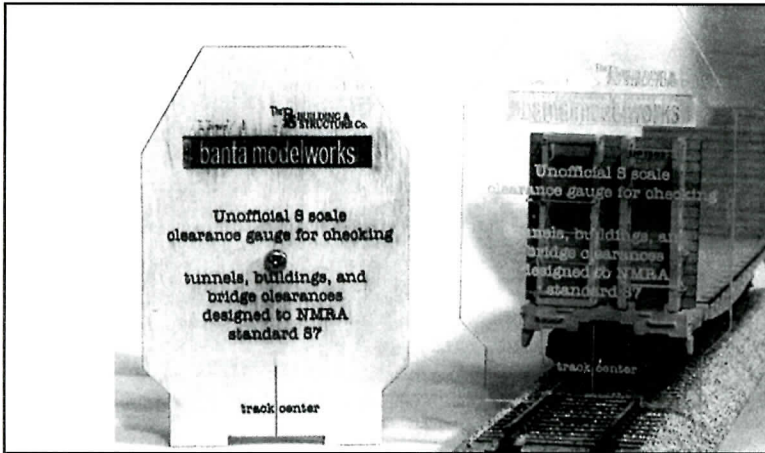
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What 'S' New



New products shown here: Banta clearance gauges, Thomas Yorke store, Kaslo Shops proposed NYC 19000 series caboose, Mountaineer Precision Products B&O yard office, New Zealand Finescale figure, and two exclusives from Port Lines Hobbies - a Flyer NH flat with Erector trailers (\$38.95 ea.) and an SHS reefer with Wilson's Milk paint (\$45).

NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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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:

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COVER: Top - An S Scale Loco Supply Mogul steams under Oliver Clubine's scratchbuilt farm bridge (Peter Ronan). Bottom - Carl Tuveson's double headed AF Hudson's. See article this issue.

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

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PRESIDENT'S MESSAGE

This message will be short due to my traveling away from home at the time of submission, so you'll get a break from my usual meanderings.

It will be convention time again by the time you read this message. I'm at the halfway point of my term and there's going to be some changes to the Board of Trustees for my next two years. It was great working with Glenn Ritter and John Foley. I'm happy to report that John will be our new Promotions Chairman.

I decided to go with one chairman for the committee and give him a budget to work with. There's been a lot of work done to organize the promotions process and it will be the central topic at the convention. And of course, we are open to any suggestions for promotion that you would want to make. See you at the convention.

- Roy Hoffman, NASG President

NASG NEWS

NASG Commemorative Car Report: Orders have been coming in very strong for this year's Union Pacific chrome AF tank car, and we expect it to be very nearly, if not completely, sold out by the time we take delivery. Don't delay, if you haven't ordered already! The limit is two cars per member, until delivery. After delivery, any remaining cars are available to any members, without limits. PLEASE - fill out your order form when you send it in. I spend enough hours on this project without having to fill in your blank order form for you using information off you check.
- Doug Peck, NASG/Lionel Car Project Chairman

Future Conventions: Nothing official yet on the rumored Seattle area convention for 2004. For the 2005 NASG Convention, the NASG Convention Committee received one bid proposal from a group in the east, however about 10 months ago they were advised they had to revise the financial statement to follow the NASG Convention Handbook before the proposal would be submitted to the NASG BOT. To date, a revised financial statement has not been received. A midwest group was sent an NASG Convention Handbook as they indicated they were interested in hosting the 2005 or 2006 convention. If you are interested in hosting an NASG Convention, please contact me so we can discuss your next step.
- Lee Johnson, Convention Committee Chairman

Membership Questions: If you ever have a question about your membership, please contact Michael Paschall at Michael@bakerstreet.com. Michael is our NASG Membership Chairman, and he can help you.
- John Foley, Executive VP

DUES, DUE! There will be no renewal form enclosed for you to renew your membership as in the past. Each membership is now due on the anniversary date that you joined. But since many of us are still on the old June renewal date, now might be a good time to check when you are supposed to renew. It's \$20 bucks for a 1 year renewal, \$25 for a Family Membership and \$30 for a Contributing Member. The Booster Ad and the Manufacturer Business Card form is included with this issue. Prompt response will get you in the Directory issue.
- Jeff Madden, Dispatch Editor

NASG Election Results: Some people who voted chose not to vote for Executive Vice President or Secretary so the totals will not add up. No write in vote had more than 3 votes. The total votes received were 415. These newly elected officers will begin their terms at the NASG convention in July.

Exec. Vice President: Dick Karnes 403 Write in 2

Secretary: Michael Green 393 Write in 4

Eastern Region: Bill Fuhrman 241 Write in 3

Central Region: Walt Jopke 86 Write in 3

Western Region: Gil Hulin 73 Write in 1

-Glenn Ritter, NASG Secretary

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RAIL MAIL

Jeff: Some time ago, after I had lamented the lack of an S gauge club in the Atlanta area, you sent my name to the Carolinas division of the Atlantic Coast S Gaugers Club. My first reaction was that it was a rather pointless gesture, since I had to stop driving and the Carolinas are 100 miles or more from Roswell. I began to get e-mails from them (ACSG), which I didn't pay much attention to, but then I got a personal

message from Joseph Haenn. He indicated that the Carolinas Club was willing to come to Atlanta and run their modular display at the GATS train show in March if I would host a meeting of those who might be interested in forming a club in the Atlanta area.

I had some concerns about how much this commitment might involve, but I agreed. Joseph and a number of members from the Carolinas Club came to Atlanta and ran their impressive modular layout throughout the show. Before the train show, Joseph

Continued on page 32

Jeff's Junction



Salute to Our Northern Neighbors

This issue is partially dedicated to our Canadian S brothers. Our Meet an S Gauger features Paul Raham of Ontario, and an article by Jim Martin and highlights a Canadian display layout that will be shown off at the NMRA convention in Toronto this summer. I just hope the SARS thing gets settled down by then so our S friends up there can strut their stuff. Bill Quait also has a Canadian tale in this issue.

We are always happy to promote and feature Canadian S modeling in the *Dispatch*. Over the years we have seen models and modeling by the likes of Paul Raham, Denis Fortier, Simon Parent, Joe Swift and many more. Before the *Dispatch* Paul and Joe both were often visitors to the *S Gauge Herald*. Remember all those Raham track plans?

Our northern neighbors are naturally fond of modeling Canadian railroads in S, a much tougher job than their U.S. counterparts have due to a lack of rolling stock and structures that are specific to Canada. But things are slowly improving. They have their own S publication called the *CSSQ* (*Canadian S Scale Quarterly*), which goes to subscribers via mail or internet. Yes, there are some U.S. subscribers. The *CSSQ* is sort of like a spread out S club. Article and info submissions are handled by Alex Binkley, 152 Ivey Cres., Ottawa, ON K1M 1X6 (alex.binkley@sympatico.ca). He then forwards to the Editor, Manfred Lesser of Parkhill Ontario, who finalizes the newsletter. To receive the newsletter, send \$6 to Charles Hicks, 423 Mooney Cres., Orilla, Ontario L3V 6R5. That's \$6 Canadian, I presume. The newsletter is usually around 8 pages.

Most U.S. modelers do appreciate Canadian railways

as they differ very little from U.S. prototypes in equipment, practices and geography. Historically, Canadian steam (primarily CN or CP) had only a few distinctive features which made for a bit of a different look such as all-weather cabs, skirting along the running boards, large number boards and so on. Many non-streamlined and smaller steam locos were virtually indistinguishable. The brass 2-6-0 produced by S Scale Loco & Supply is an example of a steamer which can easily be Americanized by simply changing the headlight position and the number board. Diesels and freight cars, of course, differed only in paint scheme for the most part. That's still mostly the case today.

And Canadian roads interchange directly with U.S. roads all along the northern border so you are just as like to see U.S. cars in Canada and Canadian cars in the U.S. Up until recently most Canadian power stayed north of the border. Roads such as the Grand Trunk Western and Central Vermont were more or less subsidiaries of Canadian roads, but held a separate identity in the U.S. Now though both CP Rail and CN own and operate some formerly all U.S. roads. CP Rail has lots of run-throughs in Michigan and Indiana and actually owns and operates much of the former D&H and Milwaukee Road lines. CN is now the owner-operator of the Wisconsin Central (former SOO Lines) and the Illinois Central.

At this point I just have to relate my favorite Canadian railroad story from my youth. Around 1959 or '60 my Uncle took me along with his family on a CP Lake boat (with car) from St. Mary's, Ontario (near Sault Ste. Marie) across Lake Huron to Port McNicoll, Ontario (just northwest of Toronto) on the Georgian Bay. He often vacationed in the Georgian Bay Islands, and this was a round about way of getting there. As if the lake steamer wasn't enough of an adventure for a 15-year-old, when we docked at Port McNicoll my "train" loving eyes quickly spotted a CP 4-6-2 under steam with passen-

Continued on page 34

NEW PRODUCTS REPORT

By Jeff Madden

BANTA MODELWORKS (411 Hopkins Rd., Dummerston, VT 05301) has a new needed product in the non-building category. It's the T-2103 S scale Clearance Gauge. It is laser cut in wood and acrylic and retails for \$7.95 for the pair. One is 1/16" plywood and one is 1/8" clear acrylic. The wood gauge is intended to be attached to a dowel for checking tunnel and bridge clearances while the acrylic gauge is intended for checking building and other lineside clearances. The gauges conform to NMRA Standard S-7.

Clubs wishing to use the items for members or promotional efforts can get their logo etched on the gauges for a \$10 setup fee and a minimum order of 25 pieces. Write or call for more info on this. *Note: Many modern clearances on the prototype have been upgraded after the 1960s such as tunnel height, etc. ed.*

B.T.S. (P.O. Box 561, Seffner, FL 33583 - www.btsrr.com). Well, if your model Coon Gap sawmill burned down or you didn't get one, here's your chance for another sawmill from BTS. It's the McCabe Lumber Co. Slatyfork mill which was built in 1933 to replace the burned down prototype. It's a Master Creations' double bandsaw laser kit with 100 plus detail parts. Interior walls and floors are included. The footprint of the building is 65' x 115'. Limited edition, \$289.95.

On the drawing board: Sn3 EBT tank car, #116 Ma&Pa bobber caboose, short run of brass U25B, Greenbrier B&O Q4B.

Boxcar interiors for PRS 50' boxcars, \$15.95. Laser self-adhesive floors only for 40' and 50' PRS cars, \$8.95 each.

KASLO SHOPS (2516 Quartz Place, Coquitlam, BC V3E 3K9). Besides the PS-1 boxcar, which is out and about now, John Whitmore is working on a couple more resin freight cars. One is a 55' bulkhead flatcar that follows CN/BCR/DW&P heritage. It will have a cast resin underframe and deck, etched detail parts, basic brake detail and cast bulkheads. Estimated retail is \$45 less trucks, couplers, decals and paint. And, Kaslo is also putting out feelers for a 19000 series NYC caboose. Price range would be about \$65-\$70. E-mail him if interested at jwhitmore@shaw.ca.

MOUNTAINEER PRECISION PRODUCTS (6166 Ridgewood Ct., Florence, KY 41042 - www.mpp-models.com) has some laser cut architectural quality models available in S. One is a B&O prototype 12' x 14' single story yard office for \$17.00. Andy Lester has also created a couple of barns in S such as kit #101 for \$25.00. He sells a variety of barn type decals (Mail Pouch) which will work on the kits. He is interested in your ideas for kits.

NEW ZEALAND FINESCALE (Lawrence & Jill Boul, www.nzfinescale.inet.net.nz) is marketing 1/64 pewter figures.

PENNSYLVANIA HERITAGE MODELS LTD. (715 Ridgeway Rd., Birdsboro, PA 19508 - www.paheritagemodels.com) is bringing back the RDC-1 with a couple of upgrades which include extending the chassis at each end to better support the step castings, and an improved motor. They will now also offer dummy units which can be used with powered units. Features include hi-rail or scale wheels, KD or knuckle type coupler, DC or optional Dallee revers-

ing unit, reversing headlights, one piece cast urethane shell, under floor 8-wheel drive and electrical pickup, pewter sideframes and details, brass chassis. An optional simplified interior will be offered as well. Units will be available decorated or undecorated with a choice of decals. Roadnames available: B&M (Minuteman or B&M ends), B&O, Budd Demonstrator, GN, Jersey Central, Lackawanna, NH, NP, Reading, PRR, PRSL, SF and WP. DC units are \$350 and AC are \$400. Dummies are \$250.

PHM needs a few more orders on their 2 truck Brill trolley to make it a go. Unit will be powered with a DC Black Beetle power truck and trailer, MCB side frames and either hi-rail or scale wheels. Lighting includes reversing headlight and tail light and interior. The shell will be one piece resin unless orders warrant injection molding. They will be painted in 2-tone colors with a contrasting roof. An AC option will be offered if reservations support cost. Price TBA - about \$125 to \$150.

PINE CANYON SCALE MODELS (www.pinecanyonscalemodels.com) is another new 1/64 resin kit manufacturer, but this time it's structures. First up is a 1950s Spanish style gas station kit #3205 (see photos). The garage bay includes a detailed workbench, tire rack and auto-lift. Footprint is 8-5/8" by 7-5/8" and 2-3/4" high. The structure was inspired by the Spanish architecture of Richfield and Sinclair stations, but can fit in with most brands. An 8-1/2" x 11" sheet of color signs is included. Brands on the sheet include Richfield, Shell, Sinclair, Texaco, Esso, Mohawk, Phillips 66, Mobil and gulf. All parts are cast in high quality polyurethane resin with

separate Grandt Line window and door castings. The Coke machine is an exact scale replica of a 1954 Vendo machine. The Coke machine and gas pumps stand a scale 58" high. Price is \$59.00, \$79 after July 1. A version without the front canopy is \$54, later \$74.

PUTT TRAINS (P.O. Box 463, Orwell, OH 44076 - www.putt-trains.com) now has kits available for the 0-6-0 and the 2-6-0. The kits are DC. The 0-6-0 is \$215 and the 2-6-0 is \$230. Smoke unit is \$20 and valve gear is \$25.

PROTOTYPE S PARTS (Ladd Houda, 1608 cottagewood Dr., Brandon, FL 33510) has some new parts for heavyweight passenger cars: #501 water tank, #502 large air reservoir (2), #503 battery box (2), #504 relay box (2), #505 air

conditioner. All are \$1.50 each except the air conditioner which is \$3.50. These are resin cast parts. Also available is #3000 LW basic body kit for Lazer HOrizon car sides consisting of two detailed car ends, roof without details and a blank floor. #2001 is an EMC gas electric conversion for an AM heavyweight RPO (#2000 is the coach version). Roof mounted radiator, different front end. You supply body. Limited, \$399.95.

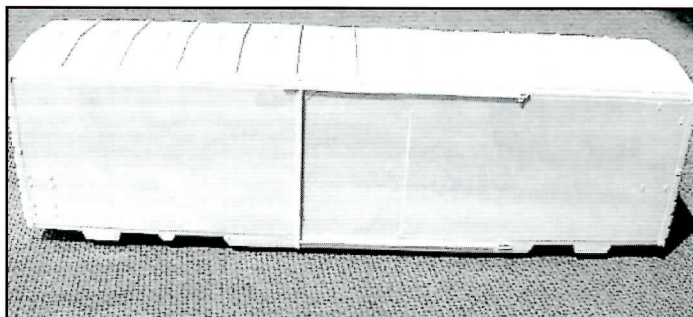
S HELPER SERVICE (77 Cliffwood Ave., suite 7C, Cliffwood, NJ 07721 - 800-465-0303) showed up at the S Spree with some new paint schemes for their single sheath outside-brace boxcars and wood reefers. New reefer schemes include Silver Edge Beer, Monarch Foods, Columbia Soup, Niblets,

Milwaukee Road URT in yellow and Western Fruit Express. Wood boxcars include CNJ red M.O.W., MKT yellow, WAG brown and CMSt.P&P brown.

YE OLDE HUFF N PUFF (P.O. Box 1103, Lewistown, PA 17044 www.yeoldehufnpuff.com) has a new home in Pennsylvania. Under the S category on the website are many familiar kits and castings. There are many cast metal detail parts, freight car parts, figures, signs, etc. For example, mailboxes, signs, fire hydrants are 4 for \$3.60. S scale freight cars include wood 36' and 40' boxcars, 36' and 40' wood reefers and 50' express reefers. The boxcars and reefer kits are \$23 and the express reefers are \$28. I presume this is less trucks and couplers, but I'm not sure.



Pine Canyon Scale Models Spanish style gas station.



Here are some actual images of the Kaslo Shops PS-1 boxcar. Shown is one of the two door styles included and the one piece resin body.

The Southern Ontario S Scale Workshop's Ridgehill Central

By Jim Martin

The Southern Ontario S Scale Workshop is a small working group of modelers in (you guessed it) southern Ontario. The initial group consisted of Oliver Clubine and his son David, Larry Neal, Clayton Peter and yours truly. Since then Clayton has left to play with his vintage Oldsmobiles, but we expect to get him back some day. The latest member of the group is Charles Hicks. All of us of course are loyal S scalers, which is what led to the building of the Ridgehill Central.

Back in 1995 this small group with more or less compatible modeling skills thought it would be a good idea to promote the "ideal" scale at area model railroad shows. A design was drawn up for a ten by twenty foot oval with a minimum radius of 42 inches, and with code 83 rail representing branch line railroading. The design incorporates a small town at the front with enough switching to keep things interesting. The town is called Lomax after Arthur Lomax, a late and dear friend who was a mentor to many S scalers in these parts. There is a small staging yard on the layout's back side, and a wye

on the left end for additional scenic and operating interest. Some sections are bowed at the front fascia, while the far leg of the wye extends out like a runway, affording visitors a chance to view the action from both sides of the track. The irregular shape of the layout, along with the flowing, hand laid track, has brought us a lot of compliments. The scenery is southern Ontario-generic, and we run equipment for Canadian National, and Toronto Hamilton and Buffalo, as well as the TH&B's parent lines, Canadian Pacific and New York Central. Because Oliver is an S scale dealer, naming the layout the Ridgehill Central after his Ridgehill Hobbies, was a no-brainer.

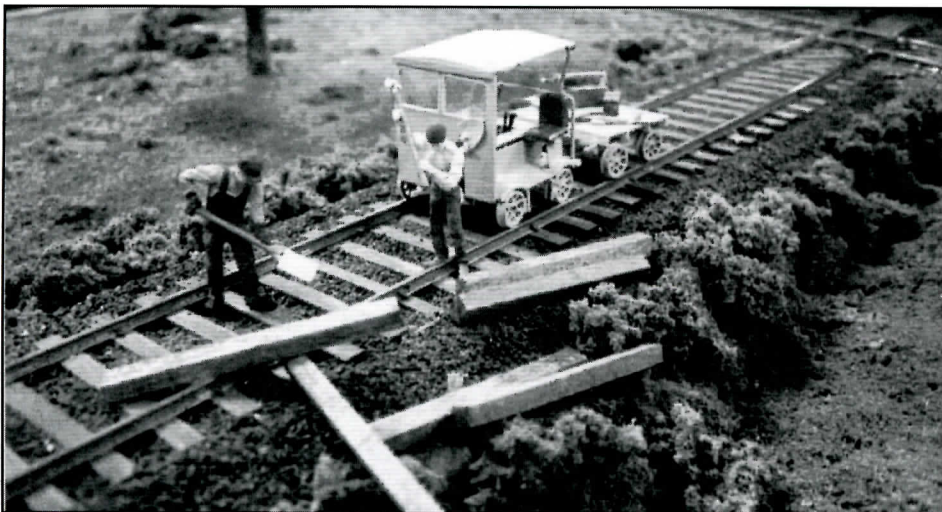
Construction moved quickly, and in about three months the front sections had enough completed scenery to be "show-worthy". With each successive show, regular visitors could track the progress we were making. This is a good way to show off construction techniques to newcomers. Part of the group ethic is to always have something new accomplished for each show. We regard train shows

as show business, and the good folks who pay money to attend them should not have to see the same old thing time after time. We employ some tricks we haven't seen on other sectional layouts. For continuity of appearance, all gaps between sections are loosely covered with ground foam. Our backdrop is a roll of painted sheet aluminum that also eliminates the gaps in the sky so often seen on sectional pikes.

About February last year, we were asked to participate at the NMRA Maple Leaf Convention this summer in Toronto. With the layout looking mostly finished, what did we do? Tore most of it apart of course. As this is being written we're feeling a mild sense of panic over all the unfinished work, but the show must, and will go on. Currently the small staging yard is being replaced with a broadly curved single track surrounded by rural woodlands. We hope it will be a photo favorite. A new, hidden classification yard will be located behind the backdrop. We are switching over to radio-equipped DigiTrax. This will allow a second operator to stand outside and mingle with the crowd. Locomotives are being equipped with sound. We've discovered this adds an element of action even when they're standing still.

Without exception, reaction to S scale's ideal size has been favorable. We think we have been at least partly responsible for winning some talented modelers to our side, and as time progresses, more seem to be tipping our way. Hopefully, with a large audience this July we'll be able to snag a bunch more. We hope to see many of you at Toronto's Congress Center this July 18th to 20th.

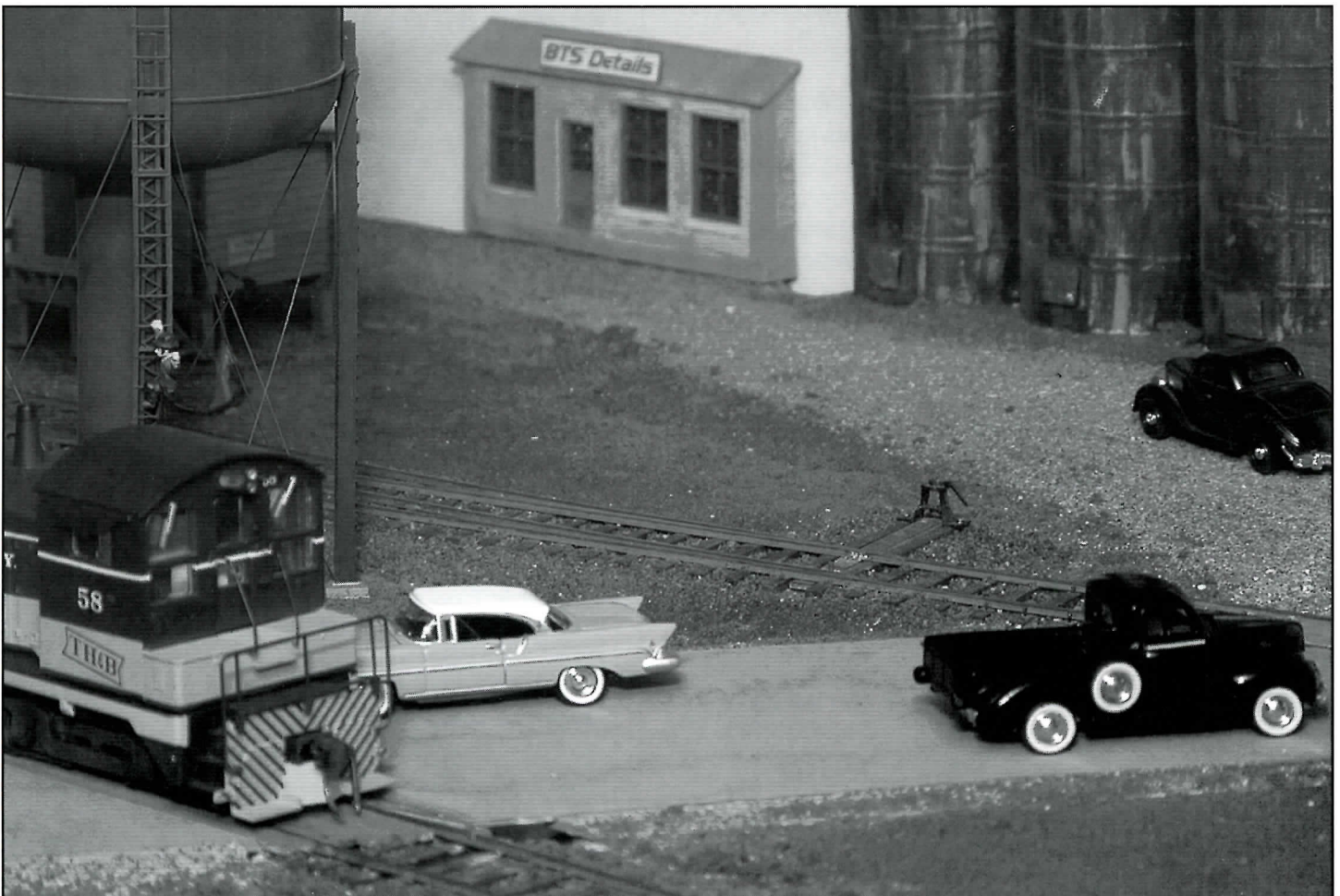
P.S. "S" does not stand for SARS. As reported, with the National Show cancelled, will the group be able to display, assuming the NMRA convention is still held?? - ed.



1. Tracklayers on the Ridgehill Central work hard to keep the trains on the rails during the shows. (photo by Richard Dilley)



2. A westbound New York Central F unit stops at Lomax Station on the Ridgehill Central. (photo by Peter Ronan)



3. A Toronto Hamilton and Buffalo SW-9 works the yard at Lomax (Peter Ronan)



Frank and Laura Titman
February 2002

A Special Story...Frank Titman sells his **35 Year "Lehigh Valley Models"**

by Bill Fraley

from the LVSG "Roundtable" Winter 2002-2003

Well, the time has finally come. Frank Titman has sold his beloved Lehigh Valley Models.

Never has a man devoted so much of his time, talent and efforts into a project as Frank has, with his love for model building, "the Old Fashioned Way".

Phil Kehr of K&P Brick & Building Company out of York, Pa. has purchased the entire LVM inventory. Phil has been buying parts of Frank's business for several years now. He will still offer LVM in S and as well as in other gauges.

How did all this get started? Lehigh Valley Models started in 1968 when the then Delaware Valley S Gauge club comprised of five members, John and Harold Bortz, Dick Karnes, Elwood Whitworth and Frank. They began to make Ore Car kits in S. These had little tin bodies soldered together by John and Frank. They were then packaged, three to a box, had no trucks or couplers, and sold for \$10.00.

Later, the Branch line Station [LVM 1] and the 50,000 gallon water tank [LVM 2] were made to help promote the gauge.

At this time, S Gauge had very little to offer. A few Kinsman car kits, a Regal gondola and a tank car kit, the small Rex 0-4-0

dockside and 2-4-4T locomotives, and the beginnings of the Branch line kits.

Frank had designed the two Delaware Valley kits and now came out with the 75 ton ore cars. The members of the club were getting tired of making up kits at the meetings and quit on Frank.

Frank didn't want to see the kit line die, so he made up his mind to keep it going on his own. About every six months, or whenever he could find the time, he would develop a new kit. Frank also made his own castings that were needed and sent them off to Bowser MFG. Co. to be cast.

The Years went by, the Lehigh Valley Models grew into 45 or more kits. Buildings, Railroad cars, a small line of 1943 cab over engine Mack trucks, crossing gates, utility poles, etc. This filled the void in the S line and in a small way, helped make S grow. poles, etc. This filled the void in the S line and in a small way, helped make S grow.

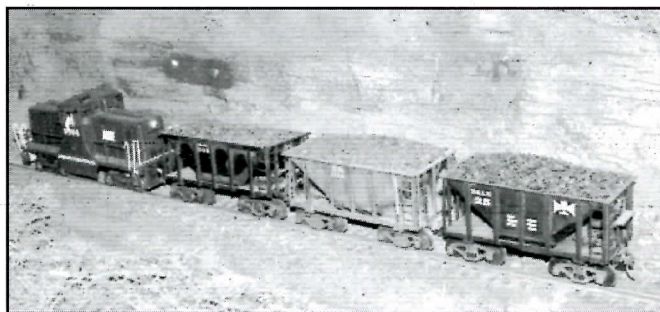
Now the years have caught up with Frank. Cutting all the pieces, making sure that each piece is in the box to make a complete kit, making up a dozen of each kit a time really is a big job. Frank didn't want to make errors and had to keep inventory of each piece of material that went into a kit. A monstrous job for anyone.

Actually, depending on the kit, there could be from 50 to 250 pieces of strip wood, card stock, various papers (Brick—Block—Shingles) and metal parts.

Frank wanted to keep the Lehigh Valley Models line of kits going. He feels he has accomplished that by selling the business to two very nice people, Phil & Karen Kehr.

By Bill Fraley

(With editorial assistance from Frank Titman)



The Delaware Valley S Gaugers Ore cars that started it all.

Lehigh Valley Models LVM 1995 [37 Models] Catalog

The Lehigh Valley Models Club is a non-profit organization dedicated to the hobby of model railroading. We have been active since 1978 and have a long history of providing a wide variety of model railroading information to our members and the public. Our catalog is a valuable resource for anyone interested in model railroading. It contains information on a wide variety of model railroading products, including locomotives, rolling stock, and scenery. It also contains information on the club's activities and membership. We hope you will find this catalog helpful and enjoyable. If you have any questions, please contact us. We will be happy to help you.



THE
FREIGHT
HOUSE
FOR
MINES

The Lehigh Valley Models Club is a non-profit organization dedicated to the hobby of model railroading. We have been active since 1978 and have a long history of providing a wide variety of model railroading information to our members and the public. Our catalog is a valuable resource for anyone interested in model railroading. It contains information on a wide variety of model railroading products, including locomotives, rolling stock, and scenery. It also contains information on the club's activities and membership. We hope you will find this catalog helpful and enjoyable. If you have any questions, please contact us. We will be happy to help you.



Steve Stevens LVM Freight House



Barry Mertz LVM Blue Ridge Milling Co.



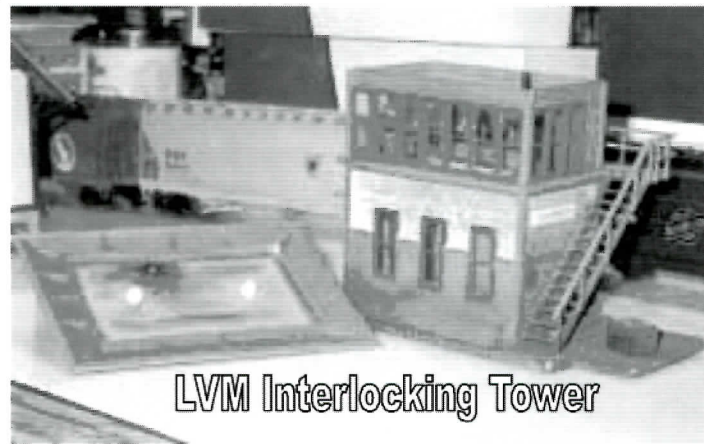
Barry Mertz and Bert Mahr
working on the SPIRAL HILL RAILROAD



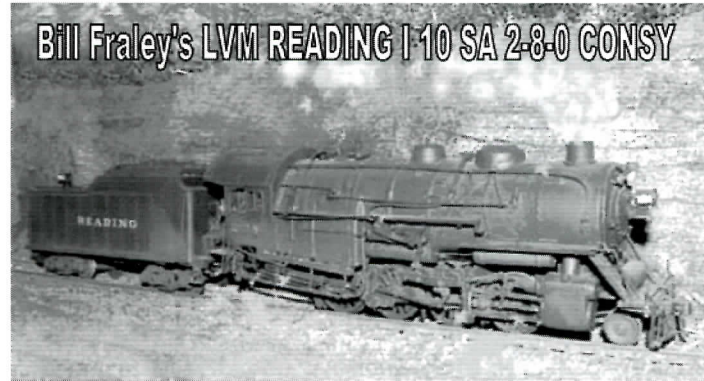
Dave Heine's LVM Mine Kit



Jamie Bothwell's LVM Covered Hopper



LVM Interlocking Tower

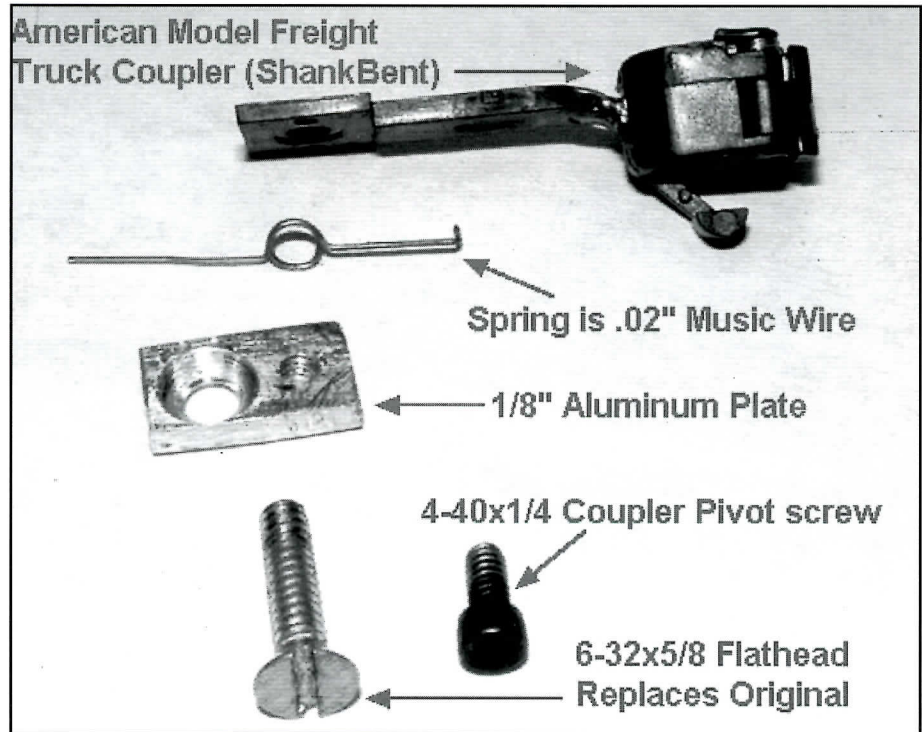


Bill Fraley's LVM READING 1-10 SA 2-8-0 CONSY

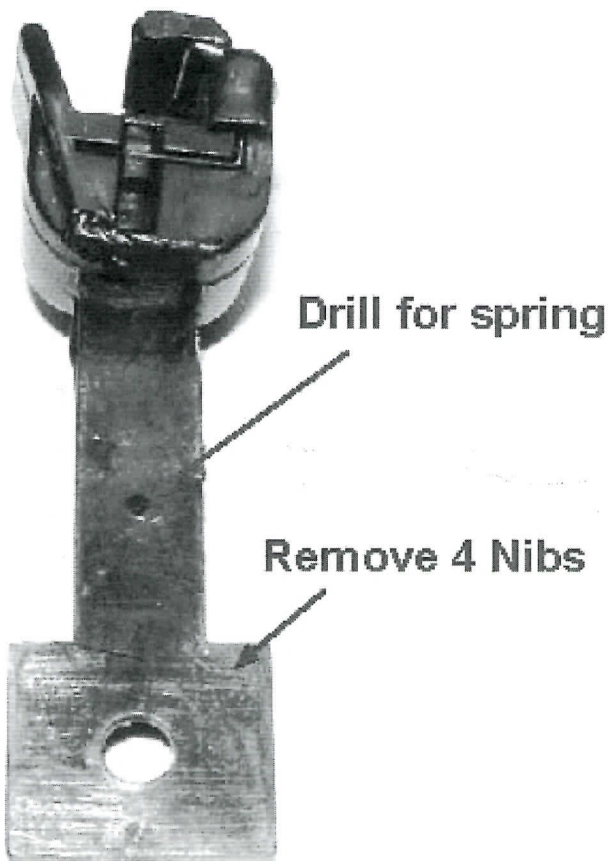
Hudson Pilot Coupler Conversion by Carl Tuveson

Double heading engines is possible with this conversion to the Pilot casting of an American Flyer Hudson. The finished project makes a respectable looking Cow Catcher. Obviously not scale it still has a nice finished look to it and works very well pulling and pushing even through "S" curves.

Here is a picture of the new parts. The American Models coupler shank is bent to drop it to the correct height. It is bent by covering the coupler head with aluminum foil as a heat shield and then using a small heat gun to soften the shank just where it joins to the head. Bend as shown. The 1/8" aluminum plate size is not critical. It is tapped for the 4-40 screw and countersunk for the 6-32 flathead replacement screw that is used to hold the pilot to the steam chest.

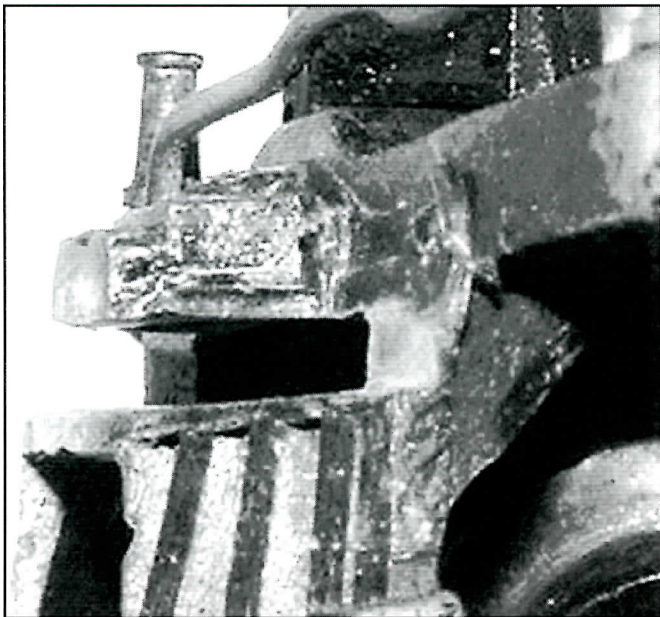
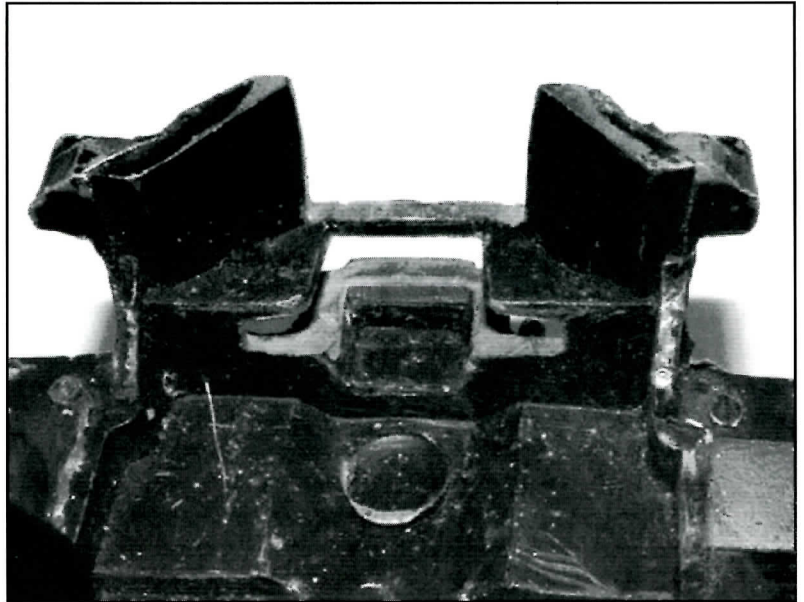


Photos by the author



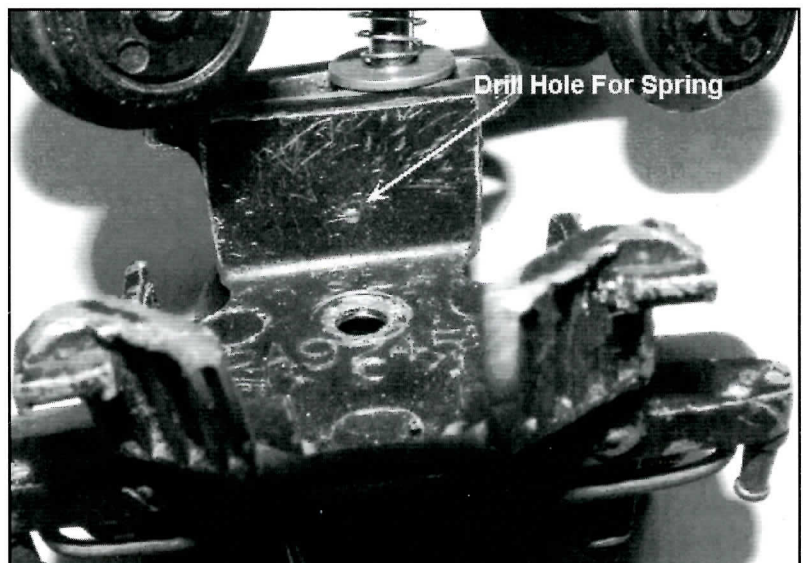
The coupler shank has a small hole drilled in it for the centering spring. The spring is made from .02" music wire and formed as shown. Drill the coupler hole to match the dimension of the spring you make.

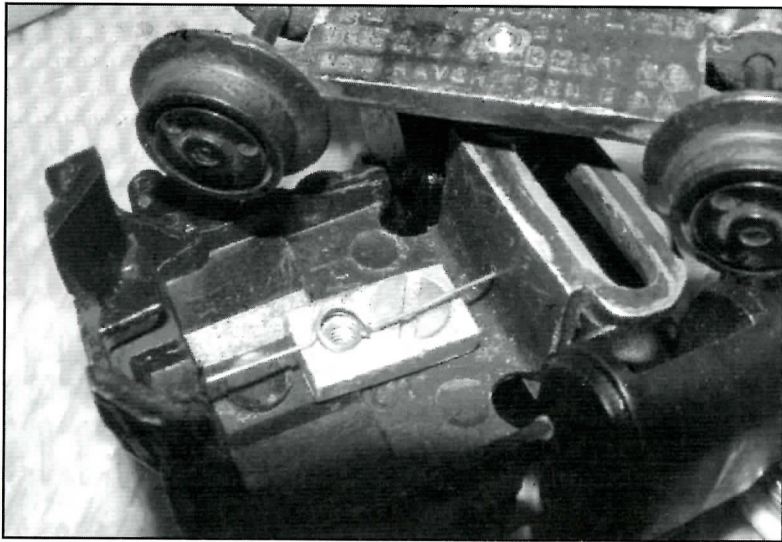
The cowcatcher has a slot cut to clear an uncoupler if you need it.



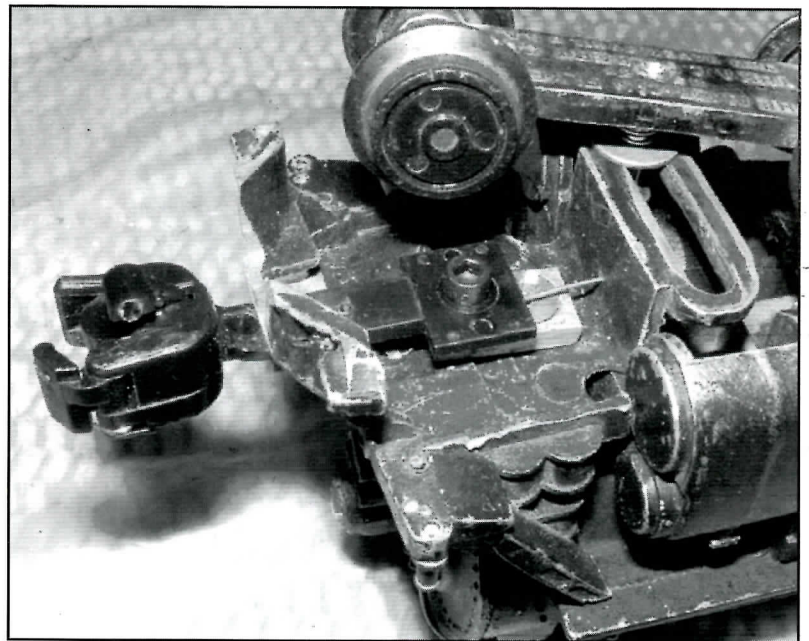
This shows the slot cut into the pilot casting for the coupler shank.

Drill a hole for the centering spring wire.

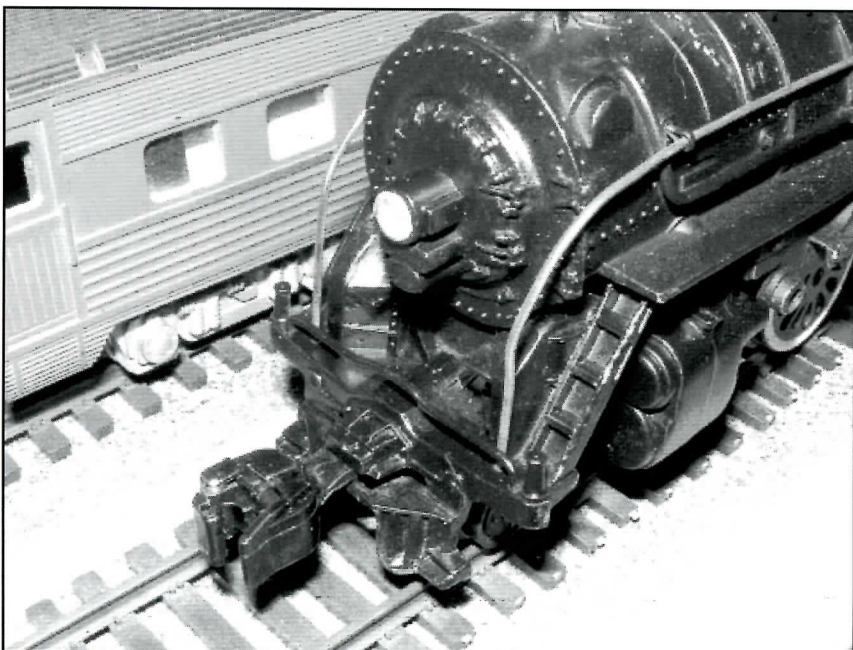




This shows the placement of the spring before the coupler has been installed.

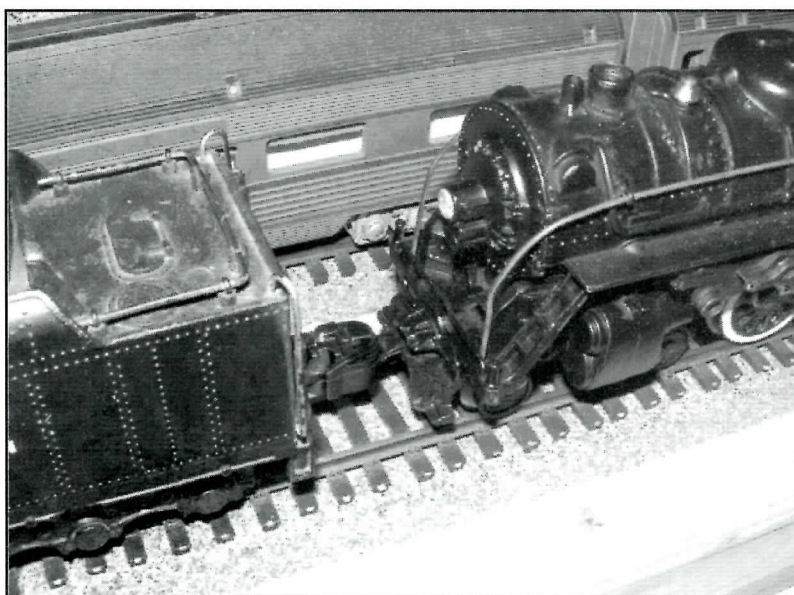
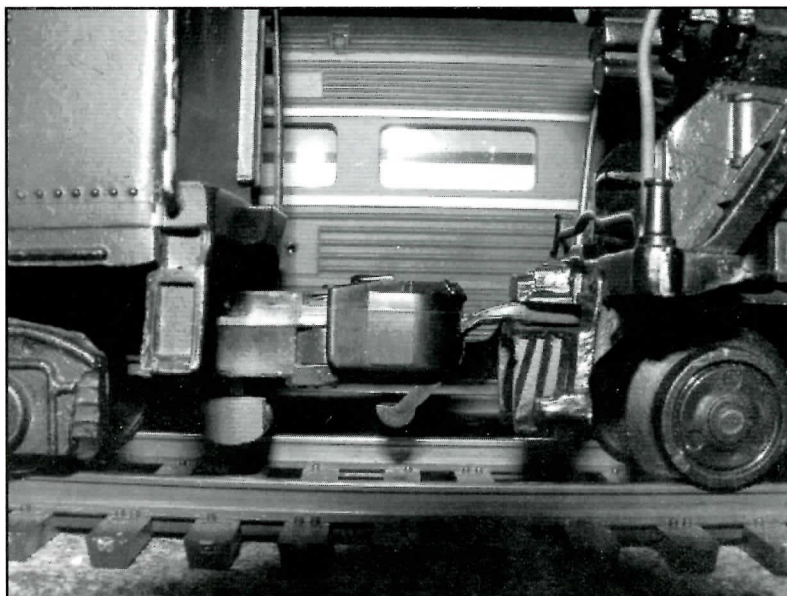


Finished assembly.



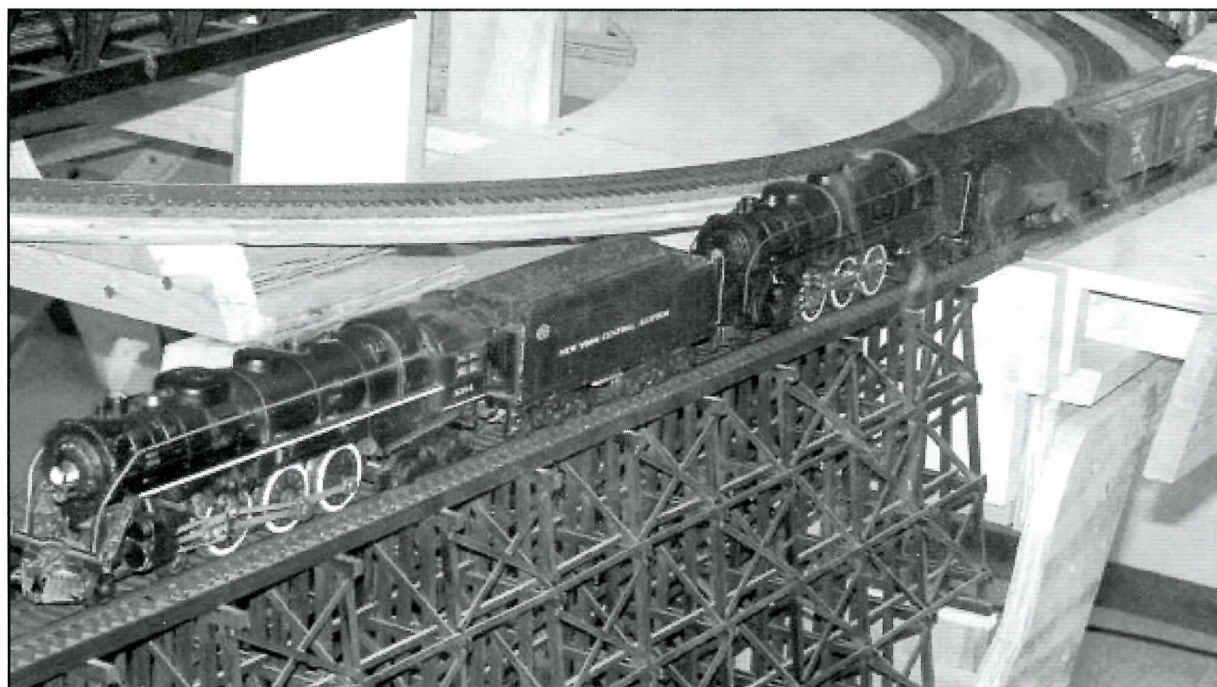
Painted and ready to go. this engine is one I am building from the junk-yard, and it still needs running gear installed.

This is a side shot showing why you need to drop the coupler height by bending the coupler shank. It still is a wee bit high, but usable.

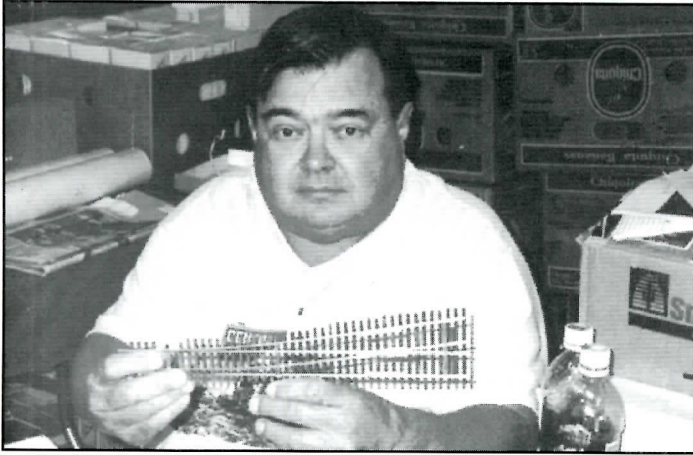


Left - A double header ready to go.

Bottom - Over the trestle with twice the fun. With smoke units going and a double chuga chuga the double header is impressive. Pulling 32 AF cars really makes them work.



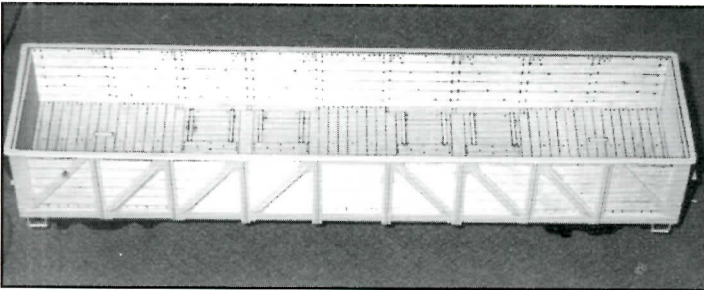
NEW AT THE SPREE



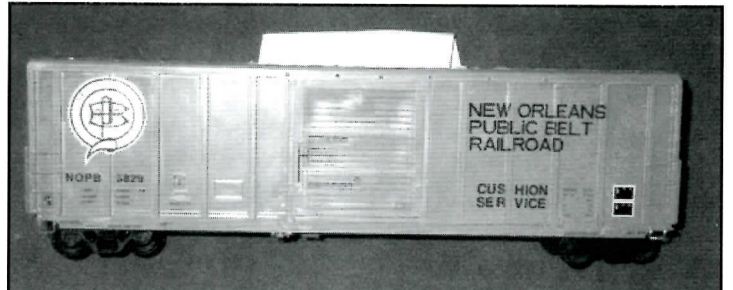
Bob McCarthy of South Carolina is the new owner of the Tomalco standard gauge track line. He was there with code 100 flex track and turnouts.



Andy Lester of Mountaineer Precision Products was there too with several new S laser structures.



Ron Sebastian of Des Plaines Hobbies had the above freight cars on display. The Gondola is a new one - USRA composite. Boxcar is 1 of 3 modern cars underway. Below are two new (of several) SHS paint schemes on the reefer and single sheath boxcar.



Surprise - Bill Swarthout was there in person with a display of the new K-Line S freight cars.



Halifax and Southwestern Railway Museum

By Bill Quait

The Halifax and South Western Railway Museum was started in November, 1999, and is located in the Bridgewater Mall in Bridgewater, N.S. The curator, Duane Porter of Lunenburg, is trying to capture the spirit and adventure of an era when the railroad was an integral part of the development of Nova Scotia, and the sights, sounds and smells of the railroad were an everyday occurrence.

The museum occupies approximately 1200 sq. ft. and is packed with enough railroad memorabilia to satisfy any rail fan's appetite. One of the highlights of the museum is a model railroad of about 600 sq. ft., depicting the Halifax and South Western Railway as it used to run on the South Shore.

The layout is being built in S scale. This scale provides a good visual size for the locomotives and rolling stock while also providing the opportunity for a more scenic display area and longer operational distances. True to form, this railroad is being built in the traditional ways of old....by hand. Thus far, over 12,000 individual railroad ties have been laid by hand, and over 50 turnouts are under construction. The rails are then laid and spiked individually adding more realism to the display.

We currently have four S Helper diesel switcher locomotives and one American Models Steam Pacific locomotive handling the passenger and freight assignments on the S Scale prototype layout. We have a Bachmann On3 Mogul and three passenger cars that are currently in the shops to be scaled down and painted to turn of the century livery. Duane is assisted by a handful of rail enthusiasts who donate time, efforts, and materials to the project. The efforts have paid off with the first train making a complete loop January

20, 2000. Building of scenery and structures, and installation of turnouts and remaining track is well underway.

As you enter the Museum, you are welcomed by many special artifacts and displays. These include pictures of the railroad men and women, engines, rolling stock and structures of the past century, captured in photograph displays on the wall. Other items include switches, lights, clothing, dishes and various signs used on the Nova Scotia railroads. The major focus is on the Halifax and South Western Railway, although artifacts and articles from Canadian National, Canadian Pacific and the Dominion Atlantic Railway are also on display.

Also as you enter the Museum, the first scene on the S Scale layout that you see on the right, is the railway yards and station in the town of Liverpool, set in the 1920's. The train can be heard approaching the town from afar, and will pull up to many railway structures such as stations, sheds and warehouses. In the background will be houses and businesses as they appeared during this era.

The train pulls out on the way to the next scene, which is Lunenburg, set in the 1930's. Depicted here are the freight sidings and railway lines as they led to the docks to pick up and discharge cargoes of fish, lumber and general cargo. The town is set up on the hill overlooking the harbour and many vessels of the period, including the famous Grand Banks fishing schooners, just as in days gone by. The passenger trains also stop at the railway station to pick up and drop off passengers. The railway station was an integral part of the town and a social hub during this period as friends and relatives came and went to school, homes, vacations and war. Pulling out of

the Lunenburg station, its "ALL ABOARD" and the trip to the next stop, begins.

Moving around the layout, you encounter more displays including a diagram of the Bridgewater railway yards as they appeared in the late 1950's, which is also the period and focus of the next theme area of the layout. Bridgewater in the 1950's was still a busy hub of activity and by modeling the railway yards, it is hoped that this will be conveyed to the museum visitors. The museum, located in the Bridgewater, N. S., is actually built on the site of the now demolished train yards.

As you hear the rumbling of the approaching train, you will be able to take in the interesting areas of the Bridgewater yards. These include the turntable used to turn the large locomotives, roundhouse, engine shops, sheds, and the famous Bridgewater station. As the train leaves and heads out of town, visitors will be able to take in more displays in this area. The train thunders over the La Have River bridge west of the town and is soon out of sight.

This brings visitors to an exact replica of the stationmaster's office in the Bridgewater station, as it overlooked the rail yards and was one of the hot spots for controlling the numerous trains that passed through on a daily basis. Artifacts include telegraph, timetables, actual working documents and office tools of the period. To keep the stationmaster warm on cold winter's nights, a fire is burning in the authentic CNR coal stove. This is an authentic artifact removed from a CNR caboose that used to ply the rails of the South Shore. Adjacent to this is a display of tools used on the railroad. Upon seeing these primitive tools used in the early days, one gets a sense of the ruggedness, determination and physical strength required to push the railroad along the coastline and

Continued on page 22

Meet an S Gauger

Paul Raham

Canadian S Scaler by Alex Binkley

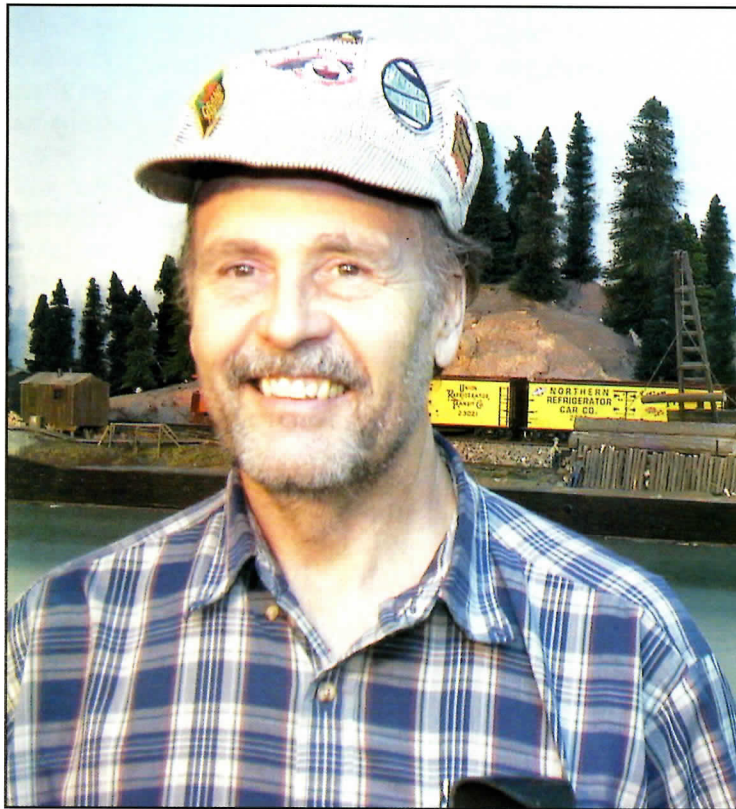
In many ways, Paul Raham is your archetype veteran S scaler—he does everything the hard way while producing beautiful results. Paul, who has played a leading role in the Canadian S scale group for years, models in the days after the First World War when the Canadian railway map was dotted with short-lines, Canadian Pacific, the Grand Trunk and Canadian Northern. The last two would soon be merged into the government-owned Canadian National Railways.

Now those readers who don't think there is much available in our scale should consider Paul's situation. Even most of the steam engines he has found have to be backdated to suit his era. Most of the rolling stock is scratch-built although there are few kit built cars here and there. The track and switches are all hand laid.

His current layout, called the Moira Valley Lines, was started in 1989 in the basement of his farmhouse which is situated on what Paul calls "100 acres of waste land out in the middle of the sticks." The closest community is Marlbank, Ont. It's roughly half way between Ottawa and Toronto. It's a long way to the nearest hobby shop.

While not all the scenery is done, it is all far enough along to give the viewer an impression of what the

finished version will look like. The Moira Valley, which is set in the central Ontario region where Paul lives, runs from Weller's Bay on Lake Ontario through the bustling



Paul Raham

communities of Marlbank, Bonnerlaw, Eldorado, up the helix at Ormsby Junction and on to Rathburn and Cole Hill.

Paul has monthly Saturday afternoon operating sessions from October to June. It takes two to three hours to complete a session.

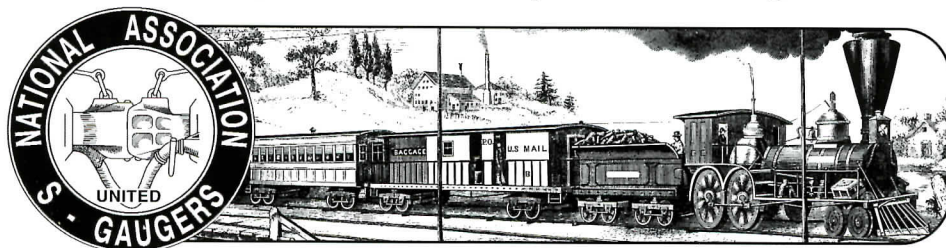
Trains run on a timetable with a car order system for the freight. Paul uses an on Onboard analog control system.

Paul began with American Flyer trains back in 1944 when he was seven. By the time he was 17, he decided to switch to scale. "I sold all the AF and started scratchbuilding cars and handlaying track. He purchased a couple of Rex locos. He now has 75 freight cars and about a half dozen passenger cars.

With a farm background, Paul wants to make sure his rural scenes look correct. He makes fences, with properly braced posts and page wire that he makes from fibreglass windowscreen that is cut to the right width and than has some of the vertical and horizon pieces removed. He makes good looking corn plants from a bristle brush. There are many attractive industrial and urban structures on the layout that help complete the picture.

The motive power on the Moira Valley is supposed to represent a mixture of new and second hand power. Paul has Omnicon 4-6-0s and 2-8-0s, a NWSL On3 4-4-0 that he converted to S and various other units from the early days of S scale.

Finding Paul's home is a bit of an adventure but well worth the trip. Just when you think you are lost coasting over twisty gravel covered roads, there's an old switchstand holding up a mail box and you know you have arrived. It's a trip well worth taking.





The 'S'traight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

The New Lehigh & Western Railroad

As some of you know, I recently dismantled my old layout and moved to a new house. Do not worry; I have designed a new layout, which was described by one of my fellow Lehigh Valley S Gaugers as a "dream" layout. This also means that it will be several years' worth of work. I now view my old layout as a learning experience, plus I already have benchwork, buildings, etc. built for the new layout. Only new mistakes allowed! Now for a description and some of the design criteria I used.

One thing I was happy with on my old layout was the basic theme. The Lehigh & Western Railroad again will be a common carrier railroad set in Pennsylvania, this time in the late 1920's. There will again be the Hemm-Lock Lumber Company with its logging railroad, but the logging railroad will be more prominent. There will be a little Sn2 road, the Jamestown & Jennville, which is designed from the beginning this time around.

Another item is that I prefer basically "pure" scenes with the mainline only going through the scene once unless it is in a loop, etc. Also, I like deeper scenes than some, so most will again be close to three feet deep to allow some scenery space behind the track.

One quirk with my new basement is that there are two sets of support posts. I accommodated them by using them to define an aisle.

Some items which are different this time around:

(1) The standard gauge will

work and not be just scenery. Because of everything else in this layout, the standard gauge is still minimal, but at least it can run between Lehigh and the staging yard. There is enough storage in the staging yard for several trains, so there will be some variety.

(2) I am not shying away from dual gauge track, like I did on my previous layout. Most of the Lehigh trackwork will be dual S/Sn3. In addition, part of the narrow gauge mainline and the lower end of the logging branch will be dual Sn3/Sn2 along with some sidings.

(3) Part of the layout will be double deck. The logging branch will occupy the upper level in this case, while part of the L&W will be below it. Again, this is a compromise, but I believe it is worth it. In addition, there is a staging yard below Lehigh, which is the other end of the railroad.

(4) True point-to-point mainline. This is actually a compromise since my ideal is a point-to-point design with a continuous run connection. I would have needed a helix for a continuous run connection and did not want to give up other features for the space needed for the helix. This also required me to install a large staging yard at the Lehigh end so that I could set up several trains to run during open houses.

(5) This layout will have staging yards from the beginning. The standard gauge staging yard and a 3' staging yard are in the crawl-space underneath an addition to the house. I was not originally planning to do this but it was suggested by another model railroader and it improved my track plan

immensely. I did not consider this until after I cleaned it up and moved some boxes in it. Then I realized it was not such a bad idea after all. I am planning to set it up so that it can be operated remotely and will only need to be accessed for problems. I plan to be extremely careful when laying this track and doing wiring, so there will be minimal problems. I am also planning to build this in sections outside of the crawlspace to make construction easier.

(6) This layout is designed for operations more so than many narrow gauge layouts. Besides including an interchange yard, a division point yard, and several switching areas; I also included a barge for additional off-the-layout connections. As mentioned before, the one end of the layout is actually the staging yard under Lehigh. The Jamestown and barge branch is actually a branch line. The barge system will allow me to build rolling stock the rest of my life and not worry about filling up the layout. Barge storage will be built under the layout. Barges and ferryboats did exist on narrow gauge railroads so this is not a stretch. Actually a side-wheel steam-powered ferry boat might be more appropriate, but I do not want to scratchbuild several of them.

(7) This layout will have a helper district. Longer trains from Weaversville to Washville will need helpers because of the up to 3.5% grade. The loop outside of Washville is actually a one turn helix to help with the elevation change. The turntable at Washville is dual gauge (Sn3/Sn2) so that helpers can be turned and sent back to Weaversville. The mainline from Washville to Lehigh is basically flat. This is a change from my old layout which had a hump in the mainline, but no way to accommodate helpers at the top.

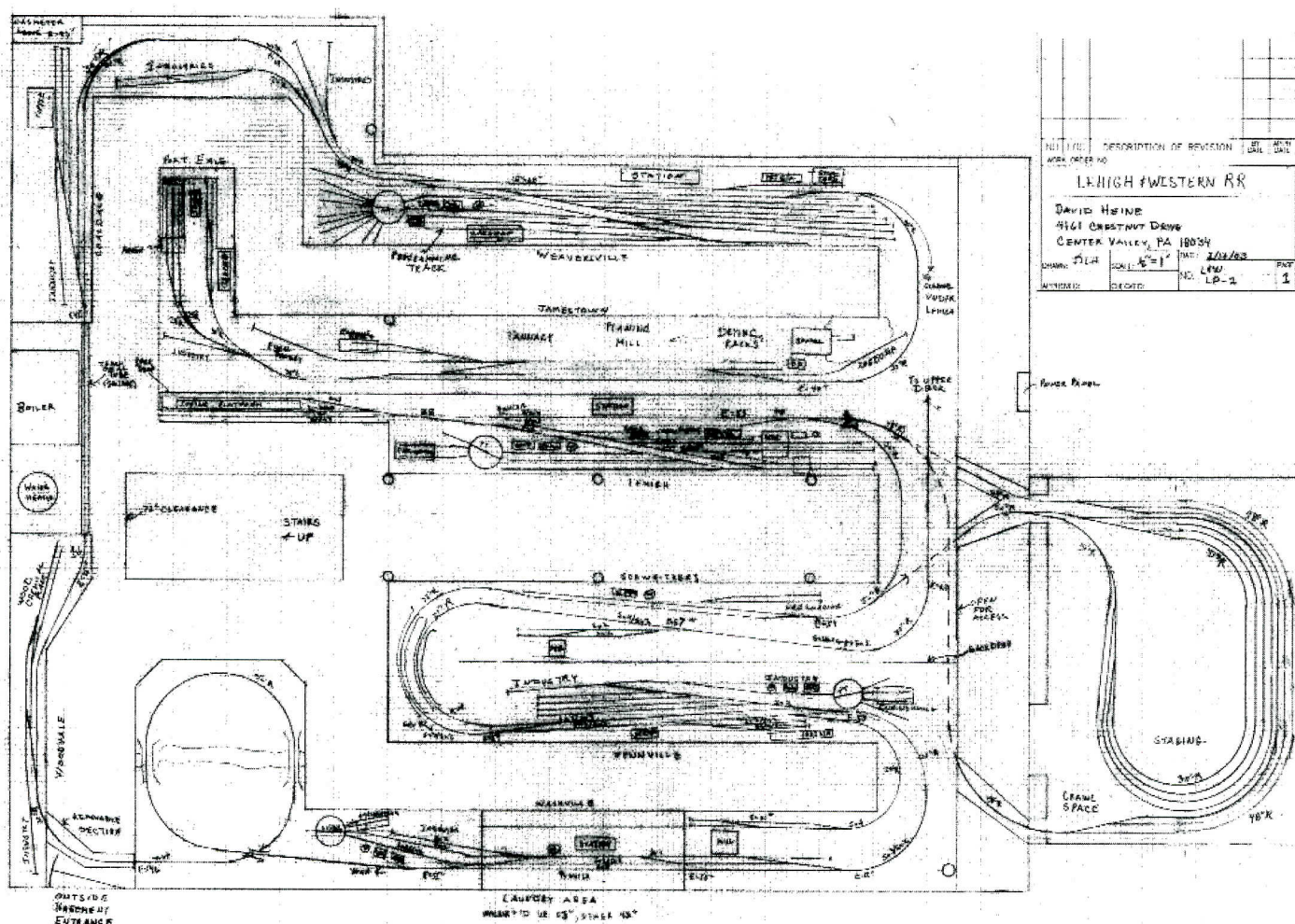
Some of my design criteria for this layout:

(2) Rail Size - Because of the era, and the fact that Lehigh is really an end of a branch of the standard gauge, I am planning on handlaying the S and S/Sn3 mainline in Code 83. The S/Sn3 trackwork in

(3) Minimum Radius - The minimum mainline radius for the standard gauge is 48". The inner staging yard tracks will have a shorter radius. The minimum radius for

Originally, I had saved the yard areas from my old layout, but I came to the conclusion that reusing parts of the old layout would only lead to more compromises or I will spend as much time modifying something as it would be to start over. Right now I am spending some time stripping the old benchwork sections. Of course I will be reusing the structures and equipment and maybe even some of the track.

Now, if anyone wants to spend some time in my basement, let me know. All help will be appreciated. And as always, please write if the mood strikes.



into the rugged interior of the province.

According to Porter, "We want this to be a fun and worthwhile project. To achieve a high level of accomplishment and personal satisfaction to those involved directly, and provide a setting for everyone to learn about the value of the railroad in earlier times, relive memories and reflect upon a time when we had the time to stop and watch a train go by, and hear the clickety-clack fade into the distance, just for the fun of it."

It's hard to believe that three years have passed since starting the Halifax and Southwestern Railway Museum. Over 14,000 people have visited us each year since opening.

Comments have been extremely positive and our activity in preserving railroad history along the South Shore is viewed as a valuable contribution to the community. Some of the people who have visited us have returned with friends and relatives, many of whom have had an association with the railway. These visits have often resulted in artifacts, photos and memorabilia being donated to the museum.

We are also finding that there is an increasing level of interest among the younger generation. This interest is twofold. First, an interest in

finding out how the railroad played a role in servicing the many industries in the area (many long gone) and second, an interest in model railroading itself. The layout is always changing and since it is in a mall (natural habitat for teenagers) it makes it easy for them to stop in and talk to the volunteers.

We are also finding that many of the "Boomers" who may have tossed aside their model trains as kids in favour of slot cars and chrome stuff, are regaining an interest in the history of railroads and model railroading as a way of reliving their childhood memories. Some have expressed an interest in building a portable module for our travelling display and purchasing some S Scale equipment.

About a year ago, we received a donation of 12 boxes of American Flyer equipment, rolling stock, structures and track. In addition to being museum pieces themselves, we are featuring our expanded American Flyer roster on an "around the wall and through the mall" layout. The shelf style layout circles 3 walls on the inside of the museum and exits through the fourth wall to continue the loop outside the museum, reentering at the main entrance. It is approximately 300 square feet, and includes a yard area of about 120 square feet. This layout is now the venue for the sponsor and donor cars to run continuously.

We also have a small "hands on" switching layout. This is designed for youngsters and is set up to provide an opportunity to switch various American Flyer rolling stock back and forth between the many sidings. They get a close up look at how the switches and couplers work.

Many new structures are currently under construction including the Lahave Creamery and the Lunenburg Milling Company. Numerous gas stations, warehouses and coal sheds of the period are also under construction. All building models are of course, scratch built to prototypical plans obtained.

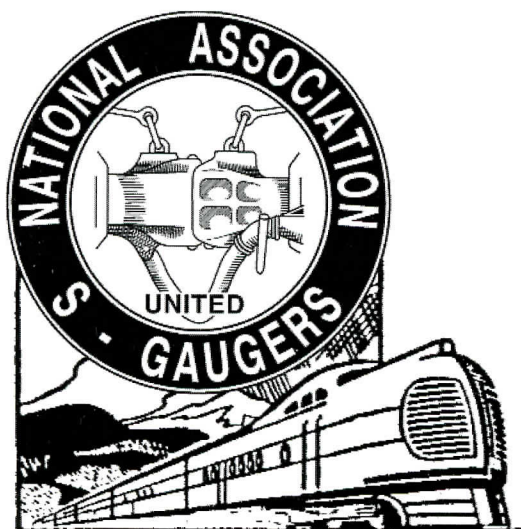
Other major projects on the go include setting up the track on our 'S' Gauge layout to a central traffic control panel and implementing a video display.

All inquiries, donations and correspondence can be sent to:

The Halifax and Southwestern Railway Museum, 421 La Have Street, Bridgewater Mall, Box 178, Bridgewater, N.S., B4V 3A2. (902) 530-3101 or hswry-museum@eastlink.com

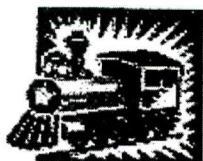
Bill Quait (902) 275-2062 or quaitr@ns.sympatico.ca

Thanks to Alex Binkley for this. I believe this article also appeared in the CSSQ.



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THE CLUB SANDWICH

By Dave Pool

In the last *Club Sandwich* column published it was erroneously stated that the 2004 NASG convention would be held in Tacoma, Washington on July 10-14. This is yet to be firmly established as Gil Hulin (who is attempting to organize such a convention) has yet to submit to Lee Johnson, the Convention Committee Chairman, a proposed convention plan with details of the event. The mis-statement was the result of inaccurate information supplied to your column editor. Please do not pack your bags until the convention is officially announced by the Convention Committee.

The **Maine S Gaugers (MSG)** held their sixth meeting at the home of Steve Footer, in Bath, ME. Two new members were welcomed, John Bennett and Mo Nielsen. Both new members belong to the NASG along with Martin Sheehan the club member that invited them to the club. They worked on developing an advertising poster for display in hobby shops and other places where possible new members can be reached. A club logo was designed which will be used as a herald on the club newsletters. Members George Marcopulos, Steve Footer, and Tom Stoltz are working on a web site for the **MSG** which can be used to establish a communication tool to display what each member is doing in S gauge.

The **MSG** is planning a layout that could accommodate S scale and AF trains for use at train shows. The club hopes to improve on the "usual patchwork quilt modulars with just two trains running to make the layout more appealing to the public." At the recent meeting hosted by Steve Footer, his 6 ft. x 16 ft. layout was enjoyed by those

attending. Steve has many AF accessories and the layout includes a Bowser turntable which can hold an AF 4-8-4 with ease.

The **Bristol S Gauge Railroaders (BSG)** set up and operated their layout at the West Springfield Show sponsored by the Amherst Railway Society. This show was held at the Big E Fairgrounds and annually attracts thousands of visitors. The club had their layout near several S dealers including Doug Peck's Port Lines and S Helper Service. The NASG had an informational table in the same area operated primarily by Bill Fuhrman, Eastern V.P. Member Bob Hogan held the May meeting at his home. Bob has a fantastic narrow gauge layout that was enjoyed by those attending the meeting. The club is planning to hold a picnic hosted by member Jerry Rivet on June 29. Doug Peck edits the *Bristoliner*, the club newsletter which is published several times a year. The club has their own web site at www.trainweb.org/bristol-s-gauge. The club is the oldest one in the Country, founded in 1948.

The **Conn. S Gaugers (CSG)** held a recent meeting at the home of member Bruce Carter, in Fairfield, CT. The host has a recently revised S scale layout that includes reliable track work and scenery which is progressing. Trains were operated without incident on the host's layout. A good turnout resulted at the meeting because of a side trip to visit the home of Les Lewis, in Westport, CT. Les has a detailed O-gauge trolley layout that can operate approx. six trolleys operating automatically on the same trackage. The layout includes city and urban scenery, and the trolleys run on city streets on much of the layout.

The trolleys operate from overhead wire and travel through spring-held turnouts without incident. The trolley layout includes Code 125 rails which are installed to model girder rails. Building details on the layout are phenomenal, including scale people in the lighted buildings performing various tasks. One section of the layout includes a block at Yale University on Elm Street, with stunning details of neo-Gothic architecture. Individual stones were fashioned and assembled to make the building walls. New member Rudy Williams was welcomed at the meeting. Rudy lives in Hamden, CT.

Henry Roos held the May meeting of the **CSG** at his home in South Windham, CT. Hank has a large S scale layout that has scenery to represent the Central RR of New Jersey. Hank's father was employed by that RR. as a barge captain. Pieter Roos helps his dad with the layout construction, and both are fine scale modelers. The June meeting of the club is scheduled to be held at the home of Stan Stockrocki, in Poughkeepsie, N.Y. Stan has a superb S scale layout with great scenery details. Club member George Leidinger will be away on National Guard duty at West Point for a one years duty assignment, part of the National Security Program to guard against terrorism.

Manfred Lesser is editor of the **Canadian S Scale Quarterly (CSSQ)** published to bring together the S gauge activities of the Canadian S modelers. Charles Hicks of Orilla, ON does the treasurer's activities, and Alex Binkley coordinates the articles that appear in the newsletter. The **CSSQ** lost a member and friend William (Bill) Ferguson after a bout with pneumonia. He was a friend of Ron and Carol Grey, Oakville, ON. The recent issue of the newsletter includes a fine article by Ian Wilson on how he came to and carried out the switch from

HO scale modeling to S gauge. Available Canadian National Railway (CNR) models in S gauge and the need to be able to see the details on his models led Ian to switch scales. The CNR Mogul from S Scale Loco & Supply was also a plus factor in the decision. The existing 350 sq. ft. HO layout will be reduced in size with track work changed to allow operation in S scale. In the same newsletter issue there is an article describing how **CSSQ** member Dave Mayhew will switch from S gauge to On30 modeling. According to Alex Binkley's article, the existing Ontario Midland layout has wonderful scenery, but it will be sold in pieces to be replaced with an On30 layout. A popular model building on the Ontario Midland layout was the Winchester Arms Manufacturing Company building with the politically incorrect slogan "Settle it with a Winchester"

The Southern Ontario S Scale Workshop (Oliver and David Clubine, Larry Neal and Jim Martin) have been working on a 10 x 20 ft. display layout to be set up at the NMRA train show this Summer. A four track staging yard in the back of the existing layout is being replaced by a single track line with sweeping curves and lots of green uncrowded scenery. A new staging yard will be built to be hidden from the audience by a backdrop. An update of the activities of the Halifax & Southwestern Railway Museum as written by Bill Quait describes the museum and its S scale model RR in about 600 sq. ft. The layout includes hand laid track and about 50 turnouts. The layout includes scenery depicting Nova Scotia railroads of the past, and S Helper diesel switchers are used for motive power along with an American Models Pacific loco. The museum is in Bridgewater, Nova Scotia.

The Western N.Y. S Scale Assoc. (WNYSSA) met at the Lodge Restaurant for their March

meeting. The rail line next to the restaurant is now local traffic so there was not a lot of prototype operation to be witnessed. Gregg Mummert coordinates the club. The club welcomed new member Paul Wachowicz. The April meeting of the group was at the home of Don Webster, in Derby, N.Y. AF and AF-compatible trains were brought by those attending for operation on the host's layout. The host uses gray Formica for model streets and adds a centerline as needed. The newsletter includes a listing of the various model railroad and rail fan activities in the area where the club members live.

The South Jersey S Gaugers (SJSJG) have their newsletter edited by Joe Sullivan. Joe has put out a call to have members supply articles for the publication. Where, When, and What did you buy/receive for your first new AF or scale train item or set? Hopefully, members will respond to provide some interesting reading for the newsletter. Club meetings are held at the Stratford, NJ Senior Center. Jim Oliver has the current club layout at his home where members can maintain and work on the layout on Thursday nights. Member Pat Bigley hosted a Play Trains meeting in March, Jim Oliver in April, and Don McGinniss in May. These are social meetings where trains are operated and information is exchanged between members and those attending. The regular business meetings usually include a clinic after the meeting which provides information on model railroading or S gauge in particular. Dave Pierce is scheduled to demonstrate DCC at the June meeting. Bob Foster demonstrated how to repair loose AF axles on steam engines at a recent meeting. Bob demonstrated armature winding techniques that he has used to create AF "super motors". The July business meeting will be moved to accommodate the Fourth of July holiday. Hank Worrell is President; Mike McConnell V.P.;

Joe Sullivan, Sect'y./ Editor; Joe Balcer, Treas. ; and Jim Oliver, Ass't. Treas.

A recent issue of the *Roundtable*, newsletter of the **Lehigh Valley S Gaugers (LVSG)** had a photo of Frank Titman's Western Maryland 2-8-0 Consolidation that was a secret project winner in the past. The loco is a wonderful example of top quality construction by scratch building with some basic brass castings. The club held their current year Secret Project meeting at the home of Barry Mertz in April. The secret project concept is a good one because it encourages members to build or assemble kits or scratch build S items. The secret project could be a restoration project or other repair that would get the club member involved in the hobby. The **LVSG** club members as a group are very talented modelers and their secret project program usually results in interesting results. More on the winner in the future. The club recently visited the RR Museum of Pennsylvania, Strasburg, PA. The museum has made some changes since the club members have visited, and the day was enjoyed by those attending.

The **LVSG** members are considering some changes in their bylaws to simplify same for new members. Fred Rouse stepped down as Corresponding Secretary and Jamie Bothwell will take over his duties. Jerry Perkins will assume Secretary/Keeper of the Records duties. Dave Heine is Treasurer; Bill Fraley, Newsletter Editor; and Roy Hoffman, Web Site Coordinator. The club voted in new member Marty Lukatch recently. In a recent issue of the *Roundtable* there was an article describing the Lehigh Valley Models business as started and run for many years by Frank Titman. Photos were included of examples of the various models that were offered over past years as built by the various club members. The

business has been sold to Phil Kehr of K & P Brick & Building Co., York, PA. Another article in the newsletter described a 4-6-0 camelback S loco built by Dick Karnes which was constructed using Omnicon Erie RR ten-wheeler chassis and an AF boiler heavily modified. The cab of the AF Atlantic was cut down to form the fireman's cab on the camelback ten wheeler, and a new center cab was constructed of brass. Your column editor has special appreciation of the camelback locomotives, as they were observed and operated on a branch line of the Central RR of N.J.. They waited out the weekend in Atlantic Highlands before leading the morning passenger trains to Newark and N.Y.C connections. It is unfortunate that the camelback saved for historical purposes in the B & O Museum in Baltimore, MD. is an atlantic wheel arrangement, not the most prevalent ten wheeler design.

The NeshaminyValley AF Club (NVAF) held their 155th meeting at the home of Ron and Priscilla DeWitt. Ron has a fine collection of AF trains and various sets were enjoyed by the members attending the meeting. Ron showed a Silver Bullet set, New Haven passenger set, a Washington set, and an AF standard gauge locomotive. In May the **NVAF** held their thirteenth anniversary meeting at the home of Mike and Kathleen Hudek. The annual dinner of the club will be held at the Township House on June 13. Glenn Ritter has made copies of a DVD showing train shows between 1990 and 1993, including the clubs layout at the Abington shows. The DVD also shows layout tours from the 1993 NASG convention in King of Prussia, PA. Glenn is making the DVD available to members of the club at a nominal cost.

The Baltimore Area AF Club (BAAFC) met at the home of Andy Atwater in Westminster,

MD. The host has an AF layout that was enjoyed by those attending. The track plan includes four sidings that come off the inner of two loops. David Avedesian helped lay the track for the layout which uses AF track on AMI instant roadbed with extra ties for added realism. The track is ballasted with Scenic Express light grey rubber ballast. The club decided to attend and operate their layout at the event, in late Sept., 2003. The club operated their layout at the Greenberg Toy & Train Show and the TTOS Swap Meet in late March. The Greenberg show was held in the Cow Palace at the Maryland Fairgrounds, Timonium, MD. for the first time. This site provided a large venue for the show. Monte Heppe hosted the club for their May meeting in Pasadena, MD. Member George Glover is scheduled to host the club meeting in June. Ron Kolb coordinates the club activities and writes the club newsletter.

The Atlantic Coast S Gaugers (ACSG) set up a layout at the recent railroad show, held at the North Carolina Transportation Museum, Spencer, NC. The layout was 12 ft. x 16 ft., and located in the roundhouse. The show featured rides behind the FP-7 Southern Railroad engine at the museum, and several **ACSG** members got to ride in the cab of the engine. Ken McNelly from the Tidewater Div. Spent the weekend operating his kid's cab control for visitors. The layout included interesting scenery with the bank robbery, road construction, burning building with fire trucks en-route, a lake full of lovely bathers, Rhett George's mountain and bridge, a landing helicopter, sound effects, waving flags, twirling lights, etc. Member Gene Sandowski reported on the event.

The new **Georgia Div.** of the **ACSG** held it's first organizational meeting at the home of Maurice Wooden, Roswell, GA. Bill Odendahl organized the get together

and John Wackerman, Bob Strong, Maurice Wooden, and Jim Gray attended. Wayne Beachy is sending a welcoming message and information to the new members. Joe Haenn of Rougemont, NC. reported on the new group. Joe operates Joe's Train Repair which specializes in S gauge trains. The **ACSG** will display a layout at the GATS Show on July 12-13, in Richmond, VA. Wayne Beachy is coordinating the attendance at this event. The club also plans to set up a layout at the Children's Hospital on Memorial Day. In addition to the GATS Richmond show the **ACSG** is planning on setting up a layout at the GATS shows on July 19-20, Palmetto Expo Center, Greenville, SC.; July 26-27, Cabarrus Arena & Events Center, Charlotte, NC.; and Aug. 9-10, South Carolina State Fair, Columbia, SC.

The Suncoast AF Enthusiasts (SAFE) are active in the Tampa, FL. area promoting S gauge. Anna Spinella ably edit's the club newsletter. In February of this year the club displayed their layout at the GATS Show at the Pinellas Park Expo Center, and were awarded a prize for their efforts. Member Rich Brown coordinated the modular set up for the show. John and Derelene Jeter hosted the club members for their March meeting in Brandon, FL. The April meeting was held at the home of Lynn and Marsha Keiter, in Tampa, FL. Russell Ferlita attended the meeting as a guest and was welcomed back after being a one-time active member several years ago. Louis and Judy Blithe were scheduled to host the club for their annual racing nationals in early May, in Largo, FL. Member Dennis McDonald is scheduled to host the **SAFE** in June. On July 4 the club is planning to display a layout at the historic Lutz Train Depot. Gene Vrooman and Larry Heffelfinger are coordinating the event. The club members will meet on Friday to set up and have a BBQ social meeting, and prepare

for the showing the following day. This event has been attended by the club in the past. The August meeting is scheduled to be hosted by Fred and Nancy Rhyne.

The Southeastern Michigan S Gaugers (SMSG) met at the home of Jim DeWitt, in Troy, MI. in late April. In mid-May the club set up their layout at the Durand Train Show with setup on Thursday and teardown on Sunday for the two day show. The club will be hosted by Gaylord Gill in Highland, MI. on June 22. According to the club newsletter, the host has one of the nicest layouts in any scale, and members will have an opportunity to operate and enjoy the layout. Jerry Poniatowski edit's the club newsletters and is Secretary of the club. Dale Baker is President; Joel DeWitt Treasurer; and Ken Garber and Tom Hawley are Members-at-large. Sig Fleischmann recently found the old 6 ft. x 6 ft. portable layout that the **SMSG** used to promote S gauge some years ago. The club members have to decide whether they want to keep and use the layout or sell it to someone that could use it. Roger Jensen has the layout stored at his home. This is the 25th anniversary year of the club. Three charter members are still active in the club including Bob Stelmack, Sig Fleischmann, and Tom Hawley.

The Northern Ohio S Scalors (NOSS) met at the home of Al and Doris Clapp in February. Members attending enjoyed the layout which the host has recently made changes to, and the basement storage cabinets which were also installed recently. Jack Sudimak hosted the March meeting at his home in Medina, OH. Eighteen members attended and a good time was had by all. The club's April meeting was held at the Pufferbelly Ltd. Restaurant in Berea, OH. The restaurant is in the old RR depot for Berea. The club members had a reservation for noon and had brunch and did some

train watching after. George Ricketts edit's the club newsletters.

The Central Ohio S Gaugers (COSG) set up and operated their layout at the Thirty-Third Model Trains & RR Artifacts Show & Sale held on April 26, 2003. The show was held in the Lausche Building at the Ohio Expo Center, Columbus, OH. The club held their April meeting at 2034 Wilson Road, near the site of the train show the day before. Rob and Lynn Berridge provided the refreshments and members attending could see the layout and location where it can be stored for repairs and maintenance. Problems that members had with their trains could be discussed and solved by those attending the meeting. Videos were also shown. The **COSG** took their layout to the Spring S Spree in Strongsville, OH. The layout was operated for two days at the Spree. Club members are looking forward to the upcoming picnic to be held on June 22 at the home of the Henthorn's on the shore of Apple Valley Lake. The picnic will include speedboat and pontoon boat rides, swimming, and fishing-plus food and fellowship for the entire family. Larry Robertson is the club president and Alan Evans ably edit's the club newsletter.

The Cuyahoga Valley S Gaugers (CVSG) sponsored the 2003 Spring S Spree held in mid-May at the Holiday Inn Select, Strongsville, OH. Jim Sima coordinated the registration for the event, and the **CVSG** members pitched in under the direction of President Lee McCarty to make the event a success. The S gauge car for the Spree was a tank car lettered and designed for the Ferro Corporation. This firm is headquartered in Cleveland, OH. The firm is a world wide leader in the production of electronic materials including multi-layered ceramic capacitors, ceramic glazes and colors, and porcelain enamel coatings. The Spring S Spree is an

event that the late Josh Seltzer had worked on organizing and planning. I am sure that the **CVSG** members remembered and missed Josh during the annual event.

The Badgerland S Gaugers (BSG) are busy planning and scheduling events for the upcoming NASG convention, of which they are the hosts. The **BSG** set up their layout at the Mad-City Model RR Show in Madison, WI., in February. In a friendly competition between another club with a layout, the length of a freight train operating was publicized over the address system. The club kept adding cars to their train, pulled by a AF Northern loco (with a can motor) in an attempt to best the other clubs also displaying at the show. The club ended up with a 75 ft. long train of about 115 cars of various types and wheels, etc. The members attending and operating at the show had a good time. The **BSG** also set up and operated their layout at the MSOE Train Show. The primary focus of the club at this time is the forthcoming NASG convention.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their April meeting at the home of Jack and Cathy Riely, in St. Louis, MO. Jack has an 11 ft. x 15 ft. layout under construction. Members attending could give their ideas and help on the design and construction of the layout. Scott and Sandy Pilarski hosted the club for their May meeting in West St. Louis County. In March the club set up and operated their layouts at the GATS Model RR Show in Wentzville. Barry Dolan coordinated the event and both the sectional and double helix layouts were set up. The **AFSGSLA** is hosting the Fall S Fest this coming Oct. 31, Nov. 1 & 2. The event will be at the Holiday Inn-Westport, St. Louis, MO. Charles Albeitz is coordinating the home layout tours, and layouts that can be on the tours are being sought. Scott Pilarski is setting up and

monitoring the club website for the event. Warren Ude is planning the table decorations for the banquet and is seeking AF caboose bodies in reasonable condition.

The *S Train Rail* is the newsletter of the **Inland Empire S Gaugers Association of the Pacific Northwest (IESGAPN)** and is edited by Jon Kettner, in Spokane, WA. The club held their April meeting at the home of Jess Bennett, Careywood ID. Jess has a scenicked scale layout with sweeping curves and trestles upon which he operates the magnificent S scale steam locos that he has built over past years. These include articulated and cab-forward locos along with smaller steam engines. Club member Tom Bangs held a meeting of the club at his home in May which included a barbecue. The June meeting of the club is scheduled to be at the home of Steve Hughes where his outdoor G gauge layout will be featured. He recently added another 600 ft. of track to the layout. In the Summer, Jacques Olliver is coordinating a meeting and possible trolley ride in Yakima, WA. Members of the **IESGAPN** are considering attending the 2004 NMRA convention planned for Seattle, WA. The club will also plan to bring their layout to the NASG convention if it is organized to go in Tacoma, WA., and they can have enough members to bring, set up, and operate the layout. As explained at the beginning of this column, there has been no formal bid and acceptance for such a convention at the time of this writing.

The *S Say* is the official publication of the **Rocky Mountain Hi-Railers (RMHR)** and a recent issue included a pen and ink drawing of the Boise Depot. The mission-style station was the site of their 78th anniversary celebration on April 19-20. The club set up their layout for the two-day event. The celebration included several pieces of full size RR equipment, operating speeders, Bruce

McCosh's HO trolley layout, a street train offering rides in the neighborhood, autos by the model T and Studebaker clubs, an American LaFrance 1927 fire engine, a 1937 International school bus, and various RR memorabilia. Even the mayor of Boise, Carolyn Terteling-Payne, came to see the layout.

The **Sacramento Valley AF Club (SVAFC)** hosted the fourth annual Flyer Fest West on May 3, 2003. The event was held at the Chabolla Center, Galt, CA. Although 114 persons registered for the event, approx. 170 attended. Events included an AF repair clinic by David Dewey, Gilbert non-train items by Sue Rosa, and two-rail track electronics by Jack Hornor. The modeling contest included a variety of entrants, one of which was Dave Butterfield's K-Line big boy conversion to S gauge. Sunday's events included layout tours; Sue and Don Rosa had an open house with Gilbert appliances, toys, Erector sets, trains and fresh strawberry shakes made with an A. C. Gilbert commercial malt mixer. Don Rosa coordinates the activities of the **SVAFC**.

Barney Daehler writes, edits and distributes the *Bass Waybill*, official newsletter publication of the **Bay Area S Scalpers (BASS)**. Member Don Seeburger hosted the



May meeting of the club at his home in Danville, CA. Don Harper held the March meeting of the club at his home and Don Seeburger brought his Sn3 SP 4-6-0 and operated it at the host's layout. Vic Cherven's wife Mabel fell last September and sustained serious injury to her shoulder. She is having a painful recovery from the injury, and members of the club are wishing her well. The club welcomed new member John Gibson who was an HO modeller and saw the light. John loves the SP black widow locomotives, and has purchased an F-7 diesel which he will have painted in the black widow scheme. He has a test track which uses Digitrax DCC in his garage. Another new member to the club is Mike Schwab who recently tore up his HOn3 track age to replace it with Sn3. Mike has been in model railroading for the past 40 years, and had his old layout featured in the 2000 June issue of the *Model Railroader Magazine*. Lee Johnson coordinates the **BASS** activities, and Bill Roberts is the module coordinator.

Your column editor wishes to thank those clubs and individuals who submit information on the activities and events that you attend and organize. Please send newsletters and information for the column to: David Pool, 11 Bittersweet Trail, Wilton, CT., 06897-3902 or e-mail at: ndpool@juno.com.

Even the mayor of Boise, Idaho, gets in on the S gauge Flyer action at a display by the Rocky Mountain Hi-Railers at the 78th anniversary of the Boise Depot in April. The mayor, Carolyn Terteling-Payne, is on the left. John Eichmann is the guy with the Flyer shirt and bandana.

EXTRA BOARD

CIRCUS STUFF UPDATE:

If this issue reaches you in time, here are some circus goings on that will occur during the NASG 2003 convention. The Strong Financial Great Circus Train will actually be running on a leg from Beaver Dam, Wis., to Milwaukee on Monday, July 7, just 2 days before the convention starts. This run will go through Harford which is about 15 miles north of the convention site. Also, the Great Circus Festival (the displays at the downtown Milwaukee lakefront) will feature a circus midway complete with a Human Cannonball, various exotict live animals, clowns, acrobats, wild west review, under tent big top shows and more. The Great Circus Parade will be on Sunday, July 13 I think the parade starts in the afternoon. Famous regular guests will be Ernest Borgnine and his wife Tova, and the Grand Marshall will be Leslie Nielson (*Naked Gun*). Circus World Museum website: www.circus-worldmuseum.com.

DEPT. OF CORRECTIONS

Wally Collins (orig. *S Gauge Herald* Publisher) wishes to draw our attention to the artist who did the drawings in the April *Dispatch* on page 27. The WFR initials undoubtedly refers to Wayne Riggie.

The Bernie Thomas group picture on page 11 inadvertantly had Bob Jackson listed, when in reality that was John Bortz. *Sorry John, didn't recognize you without the beard.*

Under Visitors Welcome on page 27 of the Dec. '02 *Dispatch* I had a wrong phone # for Mr. H. W. Duivenbode. It should be 1-519-469-3695. His town of Innerkip is near Woodstock, Ont., approximately midway between Toronto and London - an hour's drive from either.

S SCALE INTERNET POLL

Ken Garber and Alex Binkley did an informal straw poll on the S-Scale Yahoo list. It was done in several parts and went to about 400 list members with about 43 responding. Some results on the general background section: One third of the respondents have modeled S scale for under 10 years, while the average is 20.6 years. Over half came over from HO with N a distant second. Six started new. Regarding era: 25 modeled in the 1940-1970 range, 5 pre-1940, 8 1970-1990 and 4 post 1990. In a section on power used, it was almost an even split with DC and DCC. Actually, 29 plan on using sound.

Here are some results of the wants: Top diesel votes went to Alco S series (11 votes), GP40-2 (9), SD45 and GE U boats (each with 8). Tied with 7 each were GP7/9s, GE Dash 8s, GE Dash9s. Steam: Top vote getter was 2-8-0s (20) even though aware of SHS coming. Road names were ATSF, PRR, and SP besides SHS's B&O one. The 2-8-2 was next (16 votes) - ATSF, B&O, CN, PRR, USRA. Next with 15 votes was 4-6-0, then 0-6-0, then 4-6-2, then 2-6-0 and 4-8-2.

DPM-type plastic kitbashable industrial buildings topped the structure wants. Scale turnouts topped the track list needs. Freight rolling stock wants had various flats, with open auto carriers at the top, followed by gons and the PS-1 boxcar (now available in resin kit). Passenger car wants were Budd 80' NYC, Budd/PS light-weight baggage, various heavy-weights, and '20s-'30s wood combine. Misc. non-revenue rolling stock wants were: crane at the top, then railcar, Jordan spreader, ballast hopper and plow.

ON CAPTAIN KANGAROO

During this popular children's show in the 1960s there would be live advertisements for Lionel and Gilbert trains. For a Rice Krispies

promotional that indicated show sponsorship, a simple coal tower would pour Rice Krispies into a waiting hopper car while the voice over said that it was a sponsor of the show. Did any of you recall seeing this? The show would have the Captain involved in promoting products himself during the show rather than breaking into commercials. I do remember that American Flyer trains would occasionally be on the show around holiday time, and display layouts would be run while Captain Kangaroo promoted the product.

- Scott Dee

S IN NON-S PUBLICATIONS

- March 2003 *CTT: All Gauge Empire* article on layout that includes AF.

- May 2003 *CTT*: 4-page article on Scott Plunkett's AF layout. American Flyer and S mentioned in story about comedian Buster Keaton.

- May 2003 *RMC*: Cover shot plus 6-page feature on Paul Scole's Pelican Bay Sn3 layout.

- May 2003 *NMRA Bulletin*: Article on the Sn3 Symposium.

S SPREE REPORT

Just got back from a great time at Cleveland and would like to update those who were not able to attend. There was so much new stuff to see this year. I think every S manufacturer had at least one new product to display. For me one of the more exciting items was the USRA composite gondola at Ron and Susan Sebastian's table. The metal superstructure is injection molded styrene with real wood laser cut sides and floor. It will be a great addition to the market. Ron also had assembled test shots of the 50' modern boxcars (3 versions), coal porter and the bulk-tainers. Ron hopes to have some of these RTR by the end of the year.

I think everyone was happy to see Diane Wade and talk to her about the car accident she was in several weeks ago. Billy had a nice engine house and a real pretty white

church I liked. Geof Graber of Greenbriar Models displayed and operated a string of painted and lettered BL-2s he had for sale. Jim and Dan of River Raisin had painted and lettered Pullman sleeper, Kitchen car and Baggage car (Troop cars) on display. SouthWind had the brass B&O I5 wagontop cabooses (unpainted versions). Painted due in a few weeks. Across from American Models was a surprise - K-Line. They had several painted samples of the new to S Gauge Marx)-27 boxcars and tank cars. They also had an O tinplate Big Boy. Ron Bashista came over and borrowed our electronic vernier. By great luck, Gary Clark had a Sunset S scale Big Boy for sale. Ron and Mike Ferraro compared the two models and were surprised to determine that his model was not built to any scale. The locomotive was about an inch too long, and the tender was an inch too short. Ron also reported that it is also much wider and taller than the Sunset Big Boy.... Lastly, I want to thank the CVSGA for asking me to sit in on a clinic about S gauge manufacturers of the '70s. I had the pleasure of sitting with Barb Seltzer and reminiscing the good old days when Robin and I owned Train Stuff and Barb and Josh made RTR S scale trains under the Seltzer name. For me, it eased the pain of being in cleveland for the first time and not being with Josh. It was very hard to look over at the CVSGA scale layout and not seeing him operating trains

S TIPS

Brick Sheets: I have run across a Plastruct product that is something a lot of us have been hunting for - S scale styrene brick sheets. While these are listed as HO item #91611, I measure them out at 2-1/2" x 8-1/2" in S. I hold in my hand a real 1:1 brick that measures 1-1/4" x 8-1/2". Actually, Plastruct bills these as 1:100 instead of 1:87. - Gerry Evans

Glue: I've been assembling craftsman kits and scratchbuilding for years, and I tried many adhesives. I've found that for wood and carboard, Duco Cement is my favorite. Ambroid is a close second but does not dry clear. Elmer's and other water base glues tend to swell the wood grain and cause other problems. None of these are "tacky", but you learn to work with them as they are. - Bill Frazier

NATIONAL TRAIN SHOW CANCELED: Reportedly at this writing, the National Train Show in Toronto has been canceled. It was scheduled to be open in Toronto, Canada, at the end of the NMRA National on July 18-20. Supposedly, only 25 percent on the exhibitors were still planning to attend. The latest SARS scare, obviously pushed many over the edge to cancel. Recently reported: a smaller venue show will take its place and the convention itself will go on.

S-CALENDAR

July 9-13, 2003: NASG Annual Convention - Olympia Resort, Oconomowoc, WI. 800-558-9573 for hotel reservations. Roy Meissner 262-538-4325 - www.trainweb.org/bsg.

Sept. 19-20, 2003: 22nd Fall S Get-Together sponsored by the Central Jersey S Scalpers. Christ Episcopal church Hall, Main St., South Amboy, NJ. Info: 800-465-0303.

Oct. 18-19, 2003: 6th Annual Maple Valley Operating Model Train Show. Kent, Washington. Info: John Warner - 877-822-1823, email: socsecl@aol.com

Oct. 30-Nov. 1, 2003: Fall S Fest. St. Louis area, Holiday Inn Westport, Craigshire Rd., 314-432-3417 or Moe Berk, 39 Graeler, St. Louis, MO 63146. www.trainweb.org/afsgsla

April 30-May 2, 2004: Spring S Spree, hosted by the Central Ohio S Gaugers, Holiday Inn East (I-70 East and Hamilton Rd.), Columbus, OH. www.cosg.org.

Bids Open for NASG Annual Conventions -- 2004 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - e-mail: leemax@jps.net

NASG COPY SERVICE

Note that the Copy Service is now in the hands of Dick Karnes who is in charge of the Russell M. Mobley Memorial Library. Copies of articles from back issues of the *NASG Dispatch* and other publications we have permission to copy are available from Dick per his instructions in the Library ad. We want to thank Kent Singer for handling the Copy Service for many years.

Kent still is available to work up any Short & Easy articles you want to send his way. Kent can be reached at 6516 Georgian Way, Columbus, GA 31909. email: k_singer@knology.net

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Short and Easy

by Kent L. Singer

Computer Boxcar Loads

With a lot of help from Pete Silcox

Illustrations by Pete Silcox
Boxcar Loads From The Computer

Pete Silcox's Short & Easy concept is just the thing for creating realistic loads for all of those boxcars that we like to run on the layouts. Pete has done such a fine job of writing it up that the project is described in his own words (with only a minimum of editing) below:

Since American Models boxcars

have movable doors and doors on Pacific Rails, Showcase, and even older craftsman boxcar kits, such as Kinsman, can be positioned either open or closed, I thought that some of the empties needed to be filled with loads to create variety. Therefore, at first I would find advertisements to photocopy into multiple-copies of emblems or patterns to make a sheet to place into the boxcar. This was slow and difficult to fit the space.

I make a lot of data spread sheets in my work, and it hit me recently

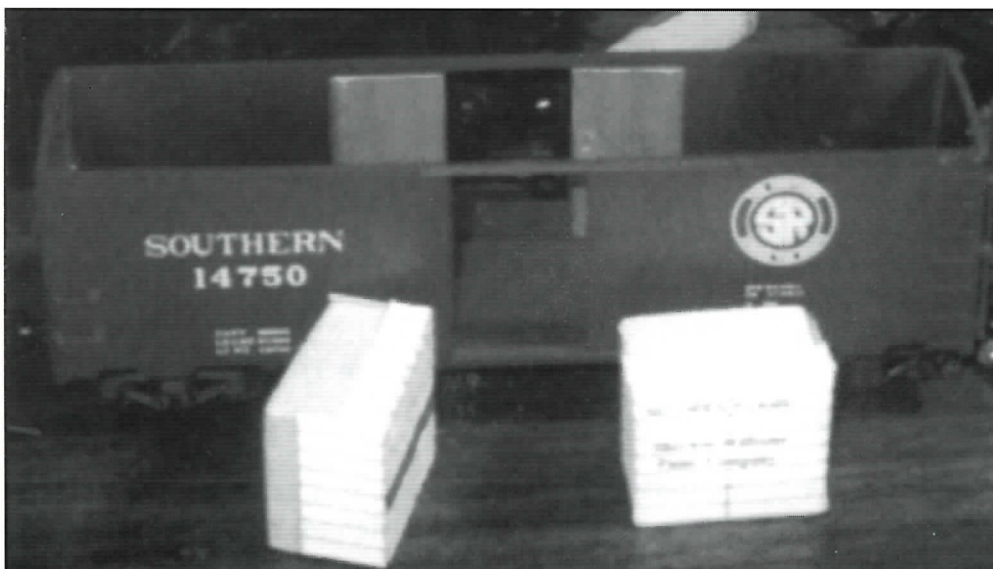
that this might be a way to design and control the size of a car load. So, here's a way to do just that, make a carload!

I open a blank Excel work sheet and space the columns at 12.0 for the side panel, then set the load columns at 1.57 for four columns that again 12.0 for a side panel. The Rows are set at 12.57 for 10 rows, seven for the front load and three to fold over the top. These numbers represent type spacing and were arrived at by trial and error. I wanted a "Load" about 1-1/2 to 1-3/4 inches wide and 2 inches high.

Then, I typed onto each block, words or letters to make names and instructions. Some have colored backgrounds and letters to make them stand out more. I found that using a type set called "Webdings"



The "Load Sheets" are glued to appropriately sized wood blocks from the scrapbox.



The wood blocks were sized to the interior width of the boxcar. The wood shims, shown inside the car, help hold the blocks in place and represent the interior wood sheathing found in boxcars.

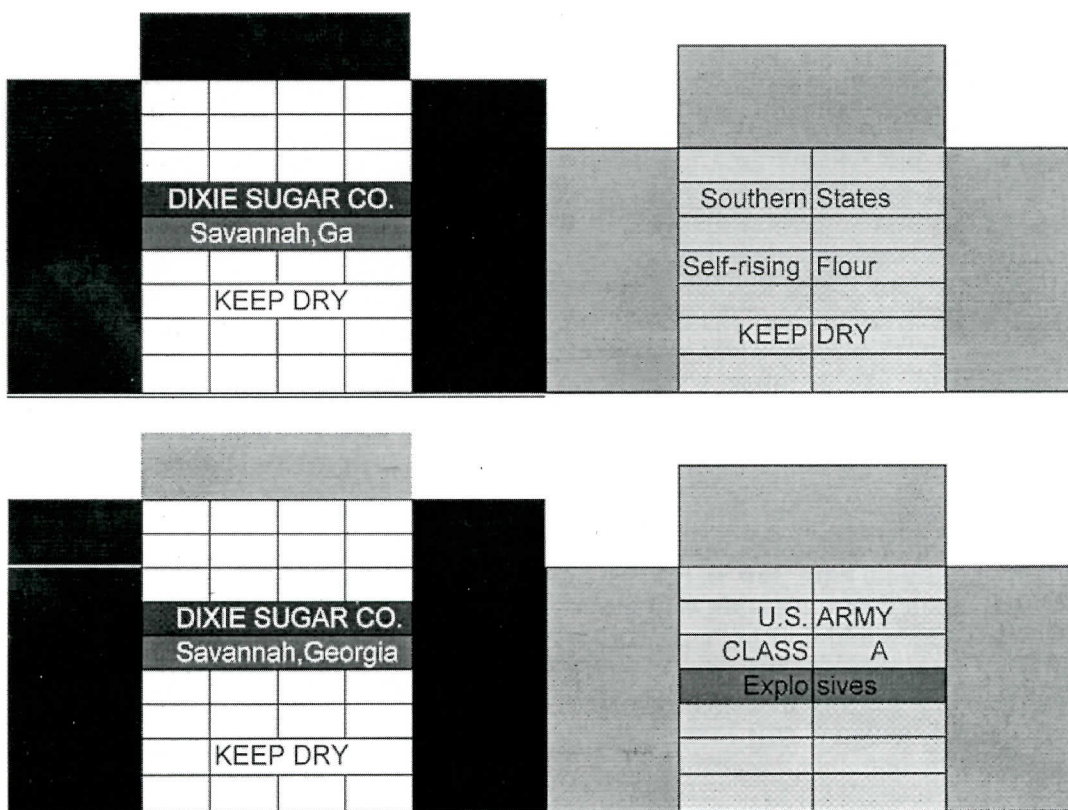
produced a good repeating design. For example, the "period" or right arrow makes the double box: . Variations can be created to represent bricks, concrete blocks, other whatever else your imagination can create from the computer 'doodling."

Finally, the sheets are printed (check the percent size for the copy), cut out, and a pair are glued to two blocks of wood. The blocks are then placed on either side of the car doorway, or across the doorway, depending upon the loading pattern.

For those who lack the imagina-

tion (one wonders what they'd be doing in S gauge) to create their own patterns, samples (file name: car load labels.xls) may be downloaded from: <http://www.knology.net/~ksinger/>

With the "Load" in place, a whole different look is achieved.



These "loads" are samples in data base that can be downloaded. They provide an idea of the size and shape of what can be created. By using Pete's samples, or creating your own, they'll look better when you print from the data base in color.

**28th ANNUAL FALL S FEST-
ST. LOUIS STYLE,
COMING THIS FALL...**

It'll be 4 years since the last Fall S Fest in St. Louis, and this year's is on October 31 thru November 2, 2003 at the Holiday Inn Westport in St. Louis sponsored by the American Flyer S Gaugers of the St. Louis Area (AFSGSLA) and co-sponsored by the CASG, BSG and SLSG organizations. The previous two St. Louis S Fests were very successful and drew lots of S gaugers, manufacturers and dealers. There will be one large "trading pit" room, clinics, model contest, silent auction, train races, and

incline challenge.

There will also be a pre-registration raffle, hotel sweepstakes, annual banquet and live auction. Mostly on Sunday there will be open layout tours of American Flyer and other S gauge layouts in the area. For the kids there will be a Halloween costume and pizza party. Spouse activities will include a craft workshop, luncheon trip to historic Kimmswick, MO and shopping. Rooms are only \$75 a night at the Holiday Inn for reservations made before Oct. 18, 2003. And there's always real railroad to see in the St. Louis area including the expanded light rail

system, the Museum of Transportation and the Historic Union Station.

There will be two special Fall S Fest cars available this year. One will be an SHS TOFC flatcar with C&NW piggyback trailer with Fall S Fest emblem. The other will be an AF repro flatcar lettered Missouri Central with a C&NW MOW dump truck load. For additional information check the website at www.trainweb.org/afsglsa. Or you can write David Stevens, 8 Castle Drive, Florissant, MO 63034-1301.

Railmail continued from page 5

had developed a list of 90 people who were members of the NASG or TCA and mailed them all a notice that they were bringing their modules to Atlanta and also asked anyone interested in a club in Georgia to come and indicate their interest. There were a number of people who saw the display and expressed an interest in an S gauge group in the Atlanta area. All of the names on the original list were invited to a meeting at my house on April 21. I was somewhat disappointed that there were only six attendees (including myself), but that is five more than had gotten together anytime prior to my moving to the Atlanta area. The group was definitely interested in future meetings and specifically in building modules to take to future train shows and other places where we could promote model railroading in S gauge.

I truly believe that with the number from the train show that expressed an interest, and with all the NASG members in the Atlanta area, and all the rest on Joseph's 90 plus list, that a future meeting will attract more people. William Odendahl and his wife Joanne were very helpful in preparing for the first meeting, and I feel that as the word gets out that there is something happening, more S gaugers will make time in their schedule to check us out.

I just wanted to let you know that when you passed my name to the Carolinas club, it set things in motion that may finally result in an S gauge club in Georgia. You never know when something that you say or do will produce results beyond your expectations.

- Maurice Wooden, Roswell, GA.

Dispatch in Hobby Shops: This just flew into my head while getting ready for a tennis match at our local tennis club this morning... Let's (individually)

take surplus *Dispatch* magazines and place them in our local hobby shops, stores or whatever. Compliments of the NASG they may sell them and keep the money or just give them away - who really cares. Wow! That will get the word out real quick and no one will fight it. I'm sure the NASG will mail *Dispatches* to all who ask. Perhaps, you should tell John Foley which hobby shops you are placing the free *Dispatches* in so that he could keep track (pardon the pun).

- Bill Fraley

Dispatch in the Hobby Shops: I agree that the *Dispatch* should be made available beyond the NASG membership. However, that isn't easy. Frank Titman and I spent from 1961 through 1978 trying to get the *S Gauge Herald* out into the world of railroaders. However, hindsight is 20/20, and I think now I know some of our mistakes. Unlike Don Heimburger, who always ran the *S Gaugian* as a business and charged accordingly (and I don't fault him for that), Frank's and my intent was to provide a desperately needed source of communication to the S gaugers, as a service to S gaugers, so we priced it where it barely covered printing cost. This was fine for subscribers, but it kept the price so low that hobby shops weren't interested. The couldn't mark it up past the cover price, and at the cover price it wasn't worth their shelf space.

I think the *Dispatch*, with today's marvelous printing techniques, could easily carry a cover price to non-NASG modelers that could make it attractive to hobby shops. Getting it there may be another matter, but we first have to get the principle approved. Our tax experts may have to check on whether this may impact our NASG Section 501(c)(6) tax exemption before we go too far with this. Just some thoughts.

- Wally Collins (former publisher *S Gauge Herald*)

FLYER FEST WEST IV

OR HOW TO WORK YOUR TAILS OFF, AND HAVE A GREAT TIME.

By David Dewey

Out here on the "left coast" there isn't a great amount of S or even American Flyer activity. In an effort to correct this vacuum of good fun, the Sacramento Valley American Flyer Club and the Golden Gate American Flyer Club agreed to host a "Fest," alternating being hosts each year. What started out as a "backyard" get together (or maybe I should say, "Train room get together") has been growing a bit each year. Last year's meet was held in a Hotel in Hayward, CA. As the turnout for that Fest was even better than the year's before, our club realized we'd have to put on a "Really Big Shew" and started planning right away.

One of the first things was "what kind of special souvenir can we do?" A Fest car was discussed, as were other ideas, but we finally settled on a water tower, illuminated with the Fest on the sides. We are a small club, around a dozen or so active members, so the hat was passed, and three members decided to take a gamble and finance the Tower. Then we found a hall that fit our needs (nice, but inexpensive, and available during traditional Fest time). "OK guys, we don't have a treasury, so everyone chip in; if it's a success, you'll get your money back; if not, well. . . ." Later we passed the hat for raffle and door prizes too, and also contacted various manufacturers and publishers, who generously donated too. Lots of great folks in S!

We used to meet every other month, but this event required more frequent attention, so we started to meet every month. As some of our members have to drive 90 miles each way to get to a meeting, this shows real dedication! We decided early on that this

would be much more than a train show with clinics, we wanted a meet where everyone could visit, look at others' works, and have a great weekend talking and seeing AF and S Trains! This meant that we needed a meal, space to visit, things for spouses to do, etc.

Each member was assigned an area to work on. Rental tables were found, caterers were investigated, layout tours planned, clinics prepared, train races scheduled and set up a modeling contest with awards. We even created our own website. Everyone pitched in, and on May 3 we gathered at the "crack of dawn" to convert the Galt (California) community hall into a train convention center. Thanks to some great organization, the tables went up, clinic area walls were put in place and an operating layout was set up - All this before the 11 AM opening.

Meantime, folks were coming from everywhere - Nevada, Oregon, Idaho, Michigan, Florida, Arizona, and even Canada. (If I missed any other states, my apologies--this is from memory!) By the time the doors opened, we were deep in Flyer Fanatics!

A Few Statistics:

Total registrations: 114 - 80 pre-registered and 34 at the door.
Spouses: pre-registered: 41 and about 15 at the door - maybe more.
Total of 170 people - 43 trading tables - 70 dinners served. Almost all of the Commemorative towers sold! The statistics mention spouses, and boy did they help out. The club members' own as well as those of visitors. A special thank you to all of them! Trading was brisk most of the day. I personally picked up a bunch of parts (Parts R us!) and a neat customized

caboose similar to the model contest winner. The Clinics were well attended. I can't really report on the Fixin' Flyer, as I was giving it! Sue Rosa talked on non-train ACG products, and demonstrated many of them. Hmm, I gotta watch yard sales a bit more; there's some interesting stuff out there. Jack Horner, noted 0 gauger, spoke on train electricity, from basics up to some interesting electronic circuits for signals. All the clinics were well attended, and appreciated by the audiences.

The clinic area was quickly dismantled, and tables set up for dinner while the train races were underway. As usual, the Casey Jones locomotives were ahead until Steve Blackburn smoked everyone with an innocent-looking blue comet Alco that he doctored up with a can motor. First in Steam Engines went to Jeff Silvera.

The Modeling contest was judged by each registrant--a "People's Choice" vote. The Steam Engine class was won by a converted K-Line Big Boy by Dave Butterfield. The Diesel category was won by Ed Stephens with a custom-painted GP in Canadian livery (what else? Go Canuks!). Barry Menges took Freight Cars with a modified caboose--a Santa Fe offset cupola. Second in Freight Cars was Bernie Young's fire fighter tank car. The winning Structure was a LV branch line station by Jeff Silvera. One of the special displays was Jake Jacobsen's Minicraft Building collection. I think every variation was there! Also, Barrand Pazan had a table selling his custom S highway trucks, something we don't see out here in Northern California at all!

Following the races, the raffle prizes were drawn by Christine Stephens, from Canada. Then it was time for dinner! The Dinner that night was Tri-Tip steak and Chicken BBQ, buffet style (i.e., all you can eat!) with desserts provided by the club spouses. Egads!!

Over-supplied! And during the day, there were the pretzels (just ask Don! Heh heh!).

Following the Dinner, the door prizes were awarded, with more happy recipients. We then had a great surprise; Don Rosa acted as auctioneer for a few very special Fest pieces. Don has auctioned cattle and has the auctioneer's banter down pat. Some bidders got so excited that they were bidding against themselves! The last item was a store "service station" sign that Ed brought down from Canada, and it hadn't sold during the day. Well, it found a new home after Don created a "bidding frenzy."

The next day was all layout tours. Actually, two layouts, Barry Menge's AF layout running AC and DC loops. (Yours truly spent some throttle time, and only crashed a switch once!), and Jack Horner's living room 0 gauge layout, using the latest electronic controls. The third tour was of Sue Rosa's ACG collection, featuring mixers, vibrators, toolboxes, erector sets and many other non-train items. All three tours were nearby the meet hotel, Barry's and Jack's within blocks of each other, and Sue's only about 15 minutes away.

I have avoided naming the Hosts throughout this article, as all the club members really pitched in to

help, so here is a list of the great workers: Don and Sue Rosa and Barry and Pat Menges were the main leaders (especially since they live in the immediate area), assisted by (in no particular order) Howard and Judy Sheffield, Jeff Silvera, George Zorzi, Mike Boyd, Ken Russell, Jan Brewer, Mike Stanton, Alex Hess, Randy Anderson, Sheldon Shuper, David & Linda Dewey, and non-members, Pam and Jeff Shaw (Barry and Pat's daughter and son-in-law), and also two TCA members who helped with security, Dave and Ann Cristofani.

Jeff's Junction continued from page 5

ger cars backed onto the dock to make the passenger connection for Toronto. Of course, I only had a little time to walk past the heaving shiny Pacific as my relatives were all in a rush to get off to a hotel. And alas, my Brownie box camera was buried deep inside my uncle's station wagon loaded with luggage, an out-board motor, a dog, and sundry other things.

Manufacturers of items specific to Canadian roads are limited, but growing. The CN Mogul by SSL&S is an example. The design work was by Simon Parent. Ridgehill Scale Models has some Canadian style structures and details available. Kaslo Shops is doing a resin bulkhead flatcar used mostly by Canadian roads. Standard Railway Casting has PRS conversion kits available to make a CP style boxcar, and so on. Most of these are reported in the *Dispatch* when I hear of them. Yes, often these items are limited run, and/or craftsman type items, but when you're a minority modeler in a minority scale, well...

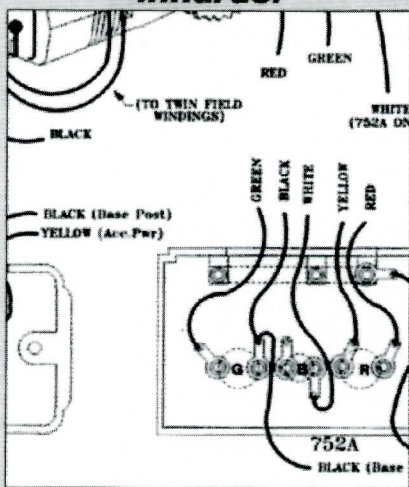
Maybe we should have an NASG convention in Canada again (our constitutional convention in 1976 was in Ottawa). Or because of the customs and border problems perhaps encourage conventions in a close-to-the-border city such as Detroit, Buffalo, Rochester or Syracuse. Even though I can't make Toronto (I hope others can), I'm looking forward to hearing how S fared among the scales.

So here's to our S "Brethren" north of the border. May you grow our scale up there and come visit us when you can too.

Jeff

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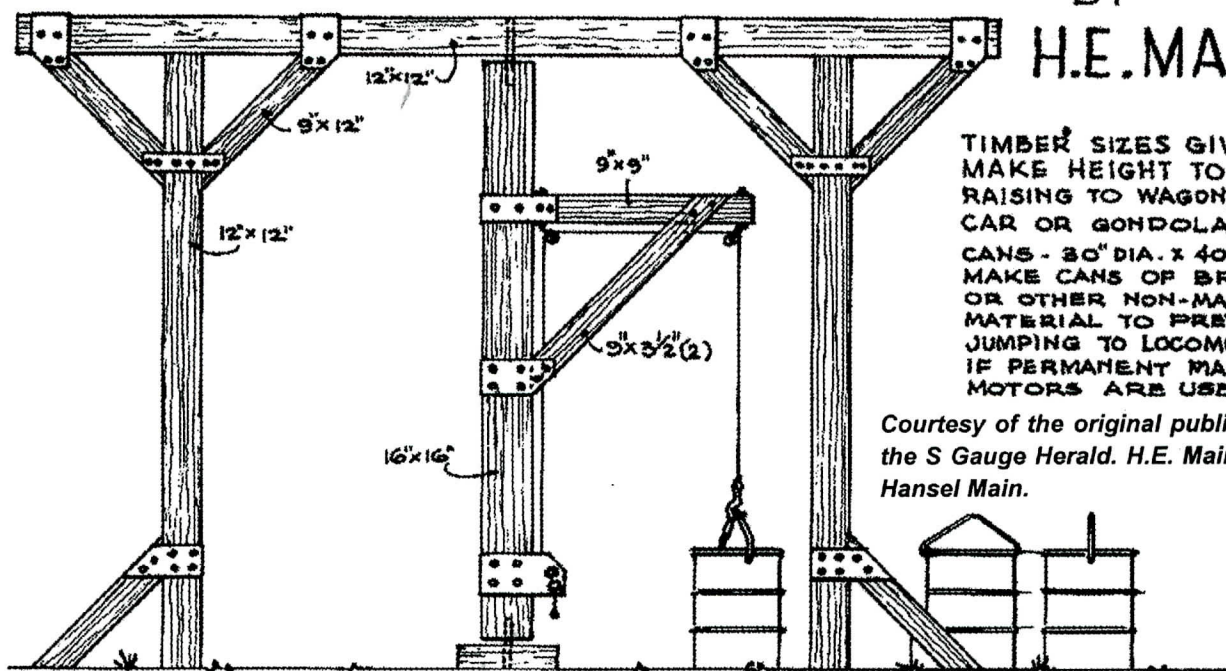
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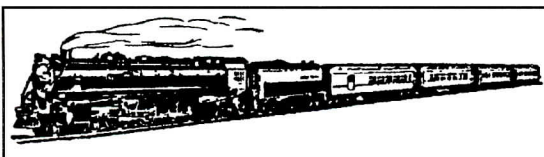


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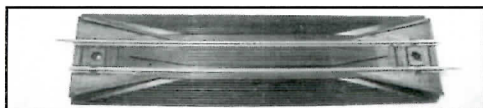
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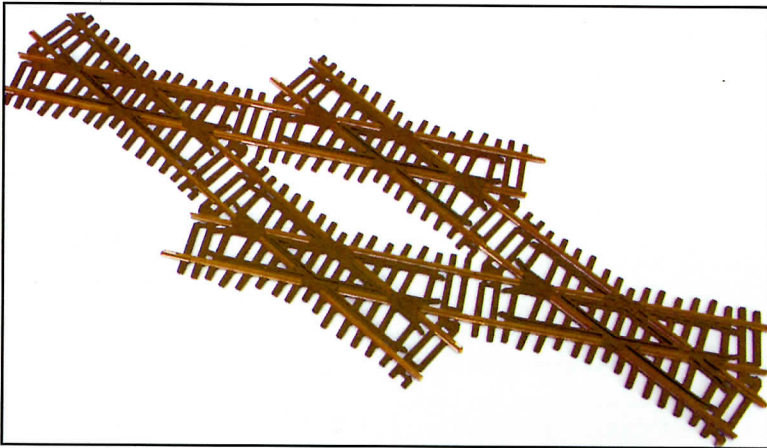
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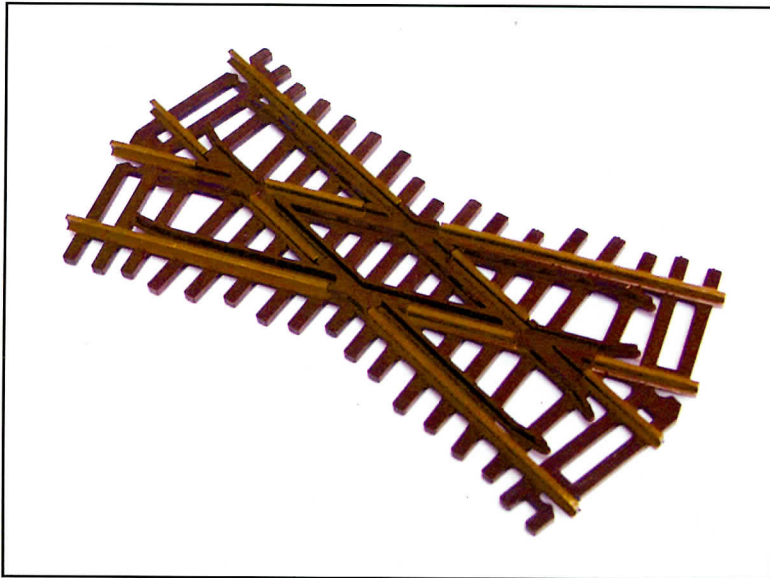
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