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DISPATCH



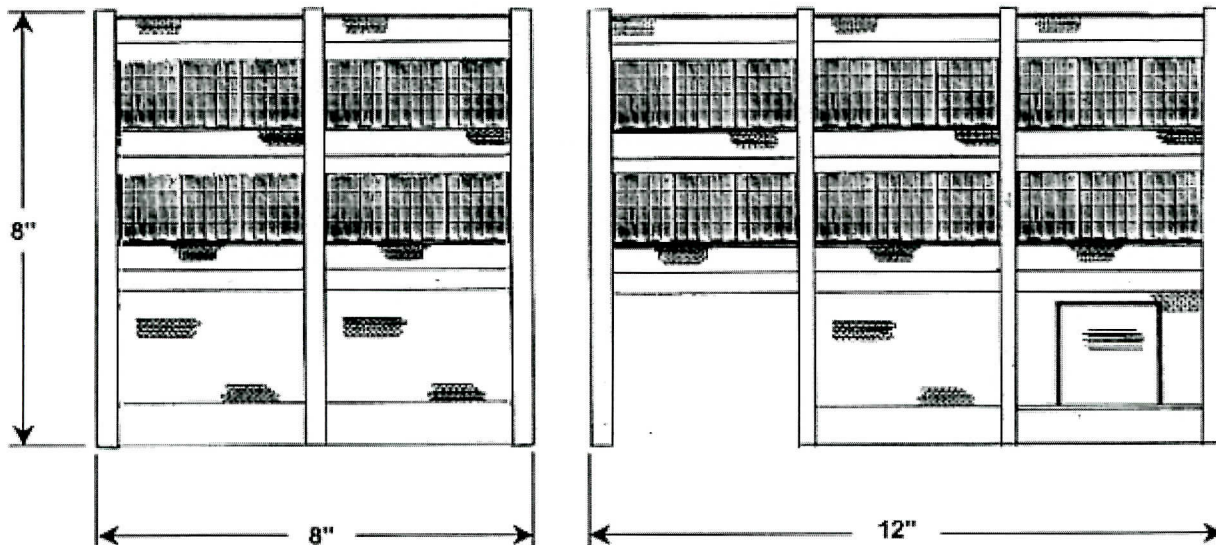
Hi-Rail layout
of Steve Lunde



Modeling the East Broad Top Part II

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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: Great Northern F Units head across kit-bashed HO bridge on Steve Lunde's hi-rail layout. Photo by Bob Wazniak

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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....

WHERE ARE ALL THE SCALERS?

We can point to growth in the American Flyer, hi-rail and even the Sn3 segments of S, but how about scale? I was at the Ye Olde Huff 'N Puff booth at a recent train show in Timonium, MD. There was a guy talking that said that he was in S years ago, but there weren't any products. I spoke up and identified myself as an S scaler and told him of the growth in products. He replied that he wasn't interested in AF. I answered that I was a scaler. He said that I must be one of the 5 or 6 scalers. Well, I realize that his perception was one that we constantly fight to change, but was he really all that far off base? I could count on one hand, the number of dealers that featured some sort of S scale. No wonder that guy felt the way he did. You've probably noticed that every year we lose more and more of the old time scalers in S. Are there adequate numbers of new scalers replacing them? I don't see a lot of evidence that there are. Does that make scale the only element of S that seems to be shrinking? I'll share some thoughts on which some of my assumptions are based.

The Worlds Greatest Hobby campaign:

Back in 2001, when I took over as President at the Scranton Convention, I met Tony Koester. He came to do a special clinic, but he mentioned that there was a new initiative sponsored by Kalmbach Publishing Co. and some prominent HO companies called the World's Greatest Hobby. He said that S should take an active part because the campaign was geared to the baby boomers who began to remember the trains of their youth and

who then wanted to rekindle the love for railroads in the latest generation.

The WGH campaign itself has turned out to be a thinly veiled campaign to build up the HO segment of the hobby and of course build up the circulation of the heavily HO oriented model railroad magazine media. It became apparent from the start that the intent was to have these people reenter the hobby as HO consumers. However, this has played into our hands in an interesting way. As more and more people discover their roots by uncovering those American Flyer trains that were stored away by their parents or grandparents are just rekindling the joys of their own youth, a lot of them remain right there and stay with the S. This has led to a heightened awareness among the big O scale manufacturers like MTH, K-Line and of course Lionel. As a result, many AF oriented products have been hitting the marketplace.

But how about the scale side of S? The World's Greatest Hobby campaign has been the World's Greatest Fiasco for the scalers so far. Initially, we had to do things like fight to get an S engine in one of the scale comparison displays on TV or to have an S train set be part of a raffle, but there is a greater concern to me than that. I saw an excellent opportunity for S to get involved in the campaign by volunteering myself and the NASG as a "club" to be WGH Ambassadors to speak at public gathering on behalf of model railroading. Jim Kelly of Kalmbach, who is one of the directors, actually told me that an S spokesman can bring S scale trains to the lecture and speak of model railroading from an S scale perspective. Almost all of the speakers are HO modelers and that's the slant that the lectures take whenever they

continued on page 18

NASG NEWS

DUES, DUE!! Don't forget to send your dues in. Sorry NO FORM was enclosed last month, **AND WE ARE TEMPORARILY WITHOUT A MEMBERSHIP CHAIRMAN**, so just mail in A normal envelope to:

**NASG Treasurer, Mike Shea,
488 Stonewood Ave.,
Rochester, NY 14616-3623.**

Mike's phone and email are on page 3. Most of us are still on a June to June cycle, so this is a reminder to pony up. Dues are \$20.00 a year. Send booster and/or manufacturer ad sheet for Directory to me (Jeff). Note - many clubs have booster ads, so mention this to your club treasurer if you do.

To Manufacturers: The NASG website has started a new feature on their website homepage called Product of the Week (POW). POW will feature a new S scale product each week, and retain listings for previous weeks. Those interested in having a new product featured may send the product information to - pow@nasg.org. Preference will be given to submis-

sions that include a brief description (100 words or less), a digital image (minimum 320x240 - we will be happy to reduce as necessary) either as an attachment or via a pointer to a website, and contact information (email and/or web address).

- Michael Greene, NASG Webmaster

Re: Pullman Project: The Pullman names for the NASG cars are indeed accurate. They were gleaned from one respected reference and verified in another. Names that did not match between the two were deleted. Car names are accurate for the CNR and Pullman green cars, period. Car names are accurate for the Tuscan cars through 1948. Some car names for the gray cars are accurate for the 1948 repainting into the gray scheme. Additionally, some names for the gray cars for particular roads were obtained by noting the transferee railroad at the time of Pullman divestiture, and some were determined by noting the owning railroad at the time the cars were retired. Car names are all dry transfers to be applied to the blank (unnamed) car side. Cars in particular color schemes will have dry transfers of the appropriate font and color.

- Dick Karnes, Exec. VP, NASG.

RAIL MAIL

Historical Society Mention: Here's one I missed in the 1st quarter B&O Sentinel promoting S. Ron Warner stated, "The original American Flyer S gauge line included an N-17 open hopper (produced as an offset, vs. the ribbed panel, as it should have been) in two A.C. Gilbert road numbers, 801 and 24203. As an avid S gauger, I can find many more B&O models these days. Specifically for open hoppers, American Models has produced a really nice W-2a quad and both

rib-sided and offset twins; S Helper Service has offered both composite and rib-sided twin hoppers of excellent quality. In 2002, Lionel produced an American Flyer B&O W-7 quad hopper that is an excellent hi-rail model. S Scale America has a very nice H series Chessie System B&O rib-sided triple hopper. Most of these S gauge open hoppers are very prototypically correct or can be kitbashed to be made more so, and some are available in two or three road numbers." Ron also included websites for the manufacturers mentioned.

- Jeff

Continued on page 31

Jeff's Junction



Duplication of Efforts??

S manufacturers, more so than those in other scales, are loathe to find out that another manufacturer is going to produce the same or similar product as a "new" offering. Since the mid-eighties there really hasn't been too much duplication of effort. True, a couple of plastic diesels followed some early brass offerings, but the timing was pretty spread out and the brass market had already been tapped. These involved the Alco RS3, GP9s and F units for the most part. As to rolling stock there were also rare instances of duplication; again, the plastic version usually followed the brass by several years.

Now it seems we do have a couple of cases of duplicate products (brass and plastic/resin) coming on the market in fairly close proximity to each other. River Raisin will have competition with the brass Zephyr trainset as American Hi-Rail is doing one in resin at a much lower cost. Now River Raisin typically caters to a scale crowd and American Hi-Rail caters to a hi-rail audience, but both offerings this time will offer scale and hi-rail wheelsets. Perhaps they will cater to different markets regardless, and there will be no milk spilt, but the market could favor one over the other or sales for both could be diluted.

Timing is probably coincidental, but the S market doesn't offer much leeway. It is hoped, of course, that both succeed and that both high end and low end markets are served.

On to rolling stock: It was discovered at the recent Spring Spree in Columbus that Des Plaines Hobbies is going to produce plastic pre-painted RTR X29

boxcars (and other versions). Of course, Bill Lane of Pennsy S Models is about to import some brass X-29s he has been promoting for a while. Naturally, these will be at a much higher price, \$280 plus, as compared to \$40 plus for the plastic version. I'm not positive on actual release dates, but one is fairly close on the heels of the other. Now, there are those already subscribed to the brass models who will support the project, but it is the fence sitters who might opt for the less expensive model. And knowing Des Plaines, this will be a detailed model as well. All's fair in the hobby business, yet we don't want to see a manufacturer or importer discouraged or damaged financially.

Hi-end products tend to establish S as a scale offering quality detailed models to compete with other scales. On the other hand, lower price models tend to create product for the average hobbyist with a limited budget. In the case of the X29s, the brass model will be limited run while the plastic model will become a staple piece of rolling stock.

So here's hoping everything works out well-enough for all concerned.

In general, brass offerings are based on limited runs, are more costly, and usually are items which wouldn't be able to attract a mass market, i.e. most steam engines, unique pieces of rolling stock and so on. The Allegheny and troop train cars by River Raisin are good examples. Plastic and cast RTR models or simple kits aim more to the mass market with a goal of continued availability. Tooling is more expensive here, and production runs must be longer and at higher numbers.

There appears to be a trend surfacing here which is good for S in the long run, and that is more quality items for both hi-rail and scale aimed at the mass market - such as AM, SHS, Des Plaines, etc. If so, hi-end manufacturers or importers will need to be even

continued on page 30

NEW PRODUCTS REPORT

By Jeff Madden

AMERICANFLYERTRAINS.COM (Mark Preman). Mark is pleased to announce the celebration of his 5th anniversary of providing vintage American Flyer trains, accessories and complimentary after-market products to a growing nostalgia driven market. We are also pleased to announce a "buy on line" page so that you no longer have to call in your order - just process your order on line.

A-LINE (??). Joe D'Elia of A-Line is considering making etched steps as replacement parts for American Models GP7, GP9 and GP35 diesels if there is sufficient demand. Those interested in getting this message to A-Line contact Stan Furmanak at P.O. Box 32, Annville, PA 17003 - furmanak@lvc.edu.

CRYER GRAY FOUNDRY (4351 Valley Forge Dr., Fairview Park, OH 44126) is now taking reservations on the brass NYC B11 0-6-0 announced last issue. Early reservation prices are \$1079 for the unpainted DCC version, \$1169 painted DCC. Versions to be offered are NYC, NKP B11 and UP S-51. Contact John Botten if you are interested in SP S-12, S-14 versions. No deposit required, but there will be a \$350 deposit when enough orders have been obtained to go forward with the project.

DES PLAINES HOBBIES (www.desplaineshobbies.com) had some production samples of the 40' gondolas including the see-thru version. The shell parts to convert AM GP9s to GP7s were also on display. The surprise was pre-production painted samples of injection molded plastic ends and sides of an X-29 boxcar which eventually will be available RTR. Details will be changed to represent other roads besides Pennsy, such as

B&O, etc.

FREE STATE SYSTEMS (Free State Systems, P.O. Box 1334, Hunt Valley, MD 21030-6334 www.nortrak.com/jointbars.html). John Foley forwarded this product. They offer S scale track joint bars in either 189-4 bolt or 126-6 bolt.

LIONEL LLC (www.lionel-trains.com) has cancelled the 771 stockyard and cattle car advertised previously. It seems orders aren't coming in, and there are a lot of used ones on the market. Now we wait and see on the other items.

NJ INTERNATIONAL (www.njinternational.com/new_items.htm) has 5 styles of S scale switchstands. These are all brass, lighted, and operable. They are \$13.99 each. Types are Star type, Branch Line, Main Line, Lo Ramapo and Hi Ramapo.

PINE CANYON SCALE MODELS (www.pinecanyonscalemodels.com) is doing another S structure. It's a back alley series of shallow building backsides which are meant to be placed up against a backdrop. The polyurethane resin brick buildings are meant to stand out 3" from the backdrop. Add another 1-1/2" if an optional loading platform is added. Back Alley #1 can make a building row 29 inches long if the three styles are placed all together. Short side-walls are included for end buildings and if you want alleys between some. Included in Kit #1 are 3 two-story panels 4-1/4" long, a 5-1/2" 3-story structure and a 9-1/2" long 2-story one. Kit #341S is \$94.

PORT LINES HOBBIES (6 Storeybrooke Drive, Newburyport, MA 01950) will offer a new custom painted SHS Hood's wood

reefer in a different scheme from the Crown release several years ago. This "Dairy Experts" paint scheme is an older style. Port Lines also has several new items in the AF parts line such as a good supply of 779 Oil Drum Loader Carts, sawdust piles for the AF sawmill, crossing gate arms, complete truck kits for the heavy-weight passenger cars and mail pickup posts. Coming soon: All-metal reproducers for the talking stations, and other items. Check the website: www.portlines.com.

PUTT TRAINS (P.O. Box 463, Orwell, OH 44076-0463 - www.putttrains.com) now has their little 1-truck trolley available RTR. You can get them in singles at \$89.95 each or in pairs at \$162.95. They come in AC hi-rail, DC hi-rail or DC scale. You can also get a single kit for \$69.95. They come lettered for Pacific Electric, Shaker Heights and North Shore. Terry also has a small industrial diesel kit shown at the Spree for \$74.95 which features a DC can motr. The AF compatible version has an electronic reverse unit.

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48324 - raisintwo@comcast.net or call 248-366-9621) is announcing they will import brass C&O H-4 and H-6 2-6-6-2 mallets. C&O had 150 H-4s and 45 H-6s. Many operated until the 1950s. The models will have Vanderbilt tenders and will operate on 29" radius curves. Pre-production prices are \$2,299 for painted and lettered and \$2,199 unpainted. Add \$200 each for post-production prices.

SCENERY UNLIMITED (7236 West Madison St., Forest Park, IL 60130) is announcing its new

2005-6 288-page *S/Sn3 Scale Model Railroad Catalog & Reference Manual*. This is a single-source catalog with scale products from over 200 manufacturers. This comprehensive manual is available for \$11.95 U.S. or \$15.95 foreign.

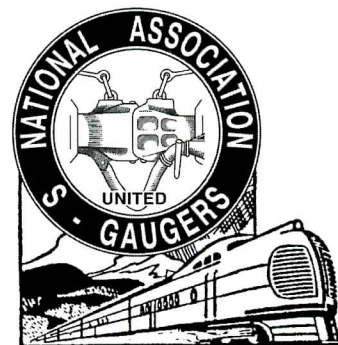
S SCALE LOCO & SUPPLY (P.O. Box 1240, Inverness, FL 34451 - frouse@scaleloco.com) let us know about their move to Florida. "After two months, Dolores and I are pretty well settled here in sunny Florida. SSL&S is mostly in storage waiting for me to finish its new home. I should be able to have our in-stock parts available shortly, but our out-of-stock castings and kits will have to wait. Progress does continue on several fronts. First, we are having dies cut for 63" driver centers. As now planned the new drivers will have glass reinforced plastic centers with brass inserts for the axle and crankpin. We expect to continue with our CNC profiled stainless steel tires as used on our Moguls. If these new drivers work to our satisfaction, we will make others. Secondly, new etching artwork is being prepared by Simon Parent for the USRA Mike chassis, a ten-

wheeler chassis and new gearboxes. - Fred Rouse.

SHS (77 Cliffwood Ave., Suite 7C, Cliffwood, NJ 07721). The SHS 2004 Christmas offering will be a MEC SW-9 and MEC caboose combo for \$269.95. Some other new items include Andrews tender trucks with electrical pickup with code 110 or AF compatible wheels for \$9.95 a pair. KD style couplers with a shorter coupler boxes are in. These are assembled with rust brown coloring for \$5.95 per 2 pair pack.

SURREY CUSTOM MODELS (Box 34188-17790 #10 Highway, Surrey, British Columbia, Canada V3S *C4 - www.surreycustom-models.com) is pleased to announce the recent purchase of Alder Models. Alder was well known for producing highly detailed prototypical building kits, operational and dummy switch stands, metal detail castings and scratch building materials. Surrey Custom Models will be manufacturing and carrying all of the current products; in addition, to adding new products to the line and will operate as a division of Surrey Custom Models.

YE OLDE HUFF N PUFF (P.O. Box 1103, Lewistown, PA 17044 - www.yeoldehuffnpuff.com) was at the recent S Spree showing off the many parts and wood car kits. Besides the many cast parts and car kits mentioned previously in the Dispatch, they had a flyer for Eshleman turnout switch point links. These are universal, made of durable brass and will work with any operating device. Installing involves drilling only one hole and no soldering. They can be positioned on top or recessed underneath ties. They are \$3.25 each and come in sizes fl", 1-3/8", and 2". A drilling jig for installation is \$1.50. Here's a sampling of some cast metal parts: panel boxcar doors 2 for \$3.00, caboose steps 4 for \$3.00, ladders 4 for \$3.00, watchman shanty \$9.60, 6 assorted right of way signs \$4.20.



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The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

Modeling the East Broad Top Part II

Sn3 Layout Planning Ideas.....
Guest Author - Jeff Madden -
photos and drawings by the
author.

In case you've forgotten, Part I of this article was back in June of 2002 where we covered rolling stock, locomotives, structures, roster, etc.

As promised I finally got around to doing the trackplans I had in mind for modeling the queen of the eastern narrow gauges, the East Broad Top.

I included some key townsites maps, an overall map, and a map showing the tunnel area around Coles. Both the home layout plan (page 12), and the modular plans (pages 14-15) stress modeling certain key towns at the expense of others. Key elements I feel need to be in an East Broad Top layout are the towns I've chosen on both layouts.

1. Mt. Union is such a unique yard to model. It has everything: standard gauge (PRR), narrow gauge, dual gauge, freight houses for both railroads, the coal transfer structure, brick factories, an enginehouse which was the home for two standard gauge locomotives owned by the EBT, a depot, a transfer shed, a transfer crane and a coal dump trestle. I've condensed the yard in both layouts, but all the elements are there for some fun switching.

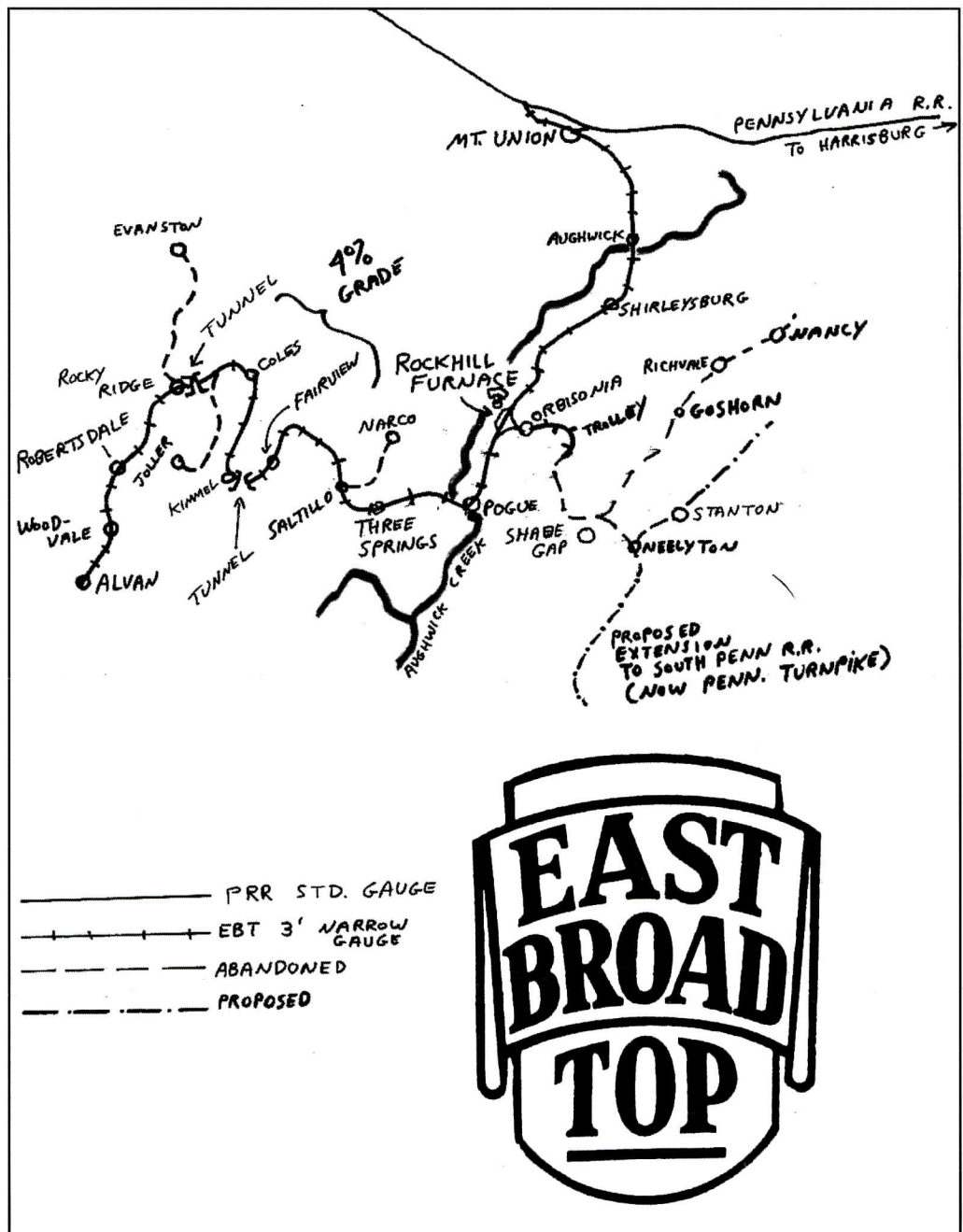
2. In both layouts the Rockhill Furnace Yard includes a turntable, abbreviated roundhouse, depot, freight station, coaling station, sandhouse, and abbreviated shop buildings.

3. Saltillo is an easy narrow townsite to model with passing tracks.

This would be a nice rural town to model with just a depot, a general store (across the tracks from the depot), an enclosed square water tank and a house or two.

4. The tunnel areas are included in both layouts to permit mountain type scenery, and on the home layout to provide a stiff climb to the mine areas.

5. Robertsdale, to me, is the key endpoint for a model EBT as it was for the real thing. All the key elements are present in the layouts: mine, enginehouse, water tank,



station, freight station, office, store, etc.

Shirleysburg is represented on the home layout with a passing siding and a spur to a quarry. On the modular layout, only the quarry spur is modeled.

Other key elements I made sure were included in the layout designs were the concrete arch bridge out of Mt. Union, the steel trestle at Pogue and a piece of U.S. Highway 522. The home layout includes the famous wooden overpass near Shirleysburg seen in many photos of the line. Unfortunately, it has been replaced in real life by a concrete bridge.

The home layout on page 12 needs a space about 22-1/2' x 30'. The layout is only 19' wide without the jut-out for the tunnel area. I based the design on 30" radius curves - remember this is Sn3. There is a jut-out on the peninsula as well to accommodate the roundhouse. Yes, there is no entranceway shown, so a duckunder or liftout would be necessary.

I designed the modular layout (layouts) as two 12' x 21' sets which could be combined by adding a module or two between the two wyes. So, actually we have two connectable loop layouts, each depicting a different part of the EBT. There can be a grand design to have both eventually built and displayed, yet the units could be built and operated one at a time.

All modules except two at Rockhill Furnace are 30" x 4'. The two Rockhill modules are 4' square to accommodate the roundhouse and shops. Since these are meant to be viewed from the outside, a backdrop is recommended for the inside. All track would be level with 30" minimum radius. If all modules were set up as shown trains could be operated in a prototype fashion using the closest wyes to the endpoints - Robertsedale and Mt. Union.

As mentioned in the previous article, Bill's Train Shop is making or has made many EBT models from locomotives to rolling stock to structures. So far Bill Wade has produced two locos - 2-8-2 # 12 and standard gauge 0-6-0 #6. The gas electric is available as a kit from Railmaster. Next is 2-6-2 #11.

BTS structures made thus far include the Orbisonia depot, Saltillo depot, Three Springs Depot and the Coles Depot. Coming are the transfer crane, Saltillo water tank and the Rocky Ridge depot. As far as rolling

Continued on page 13



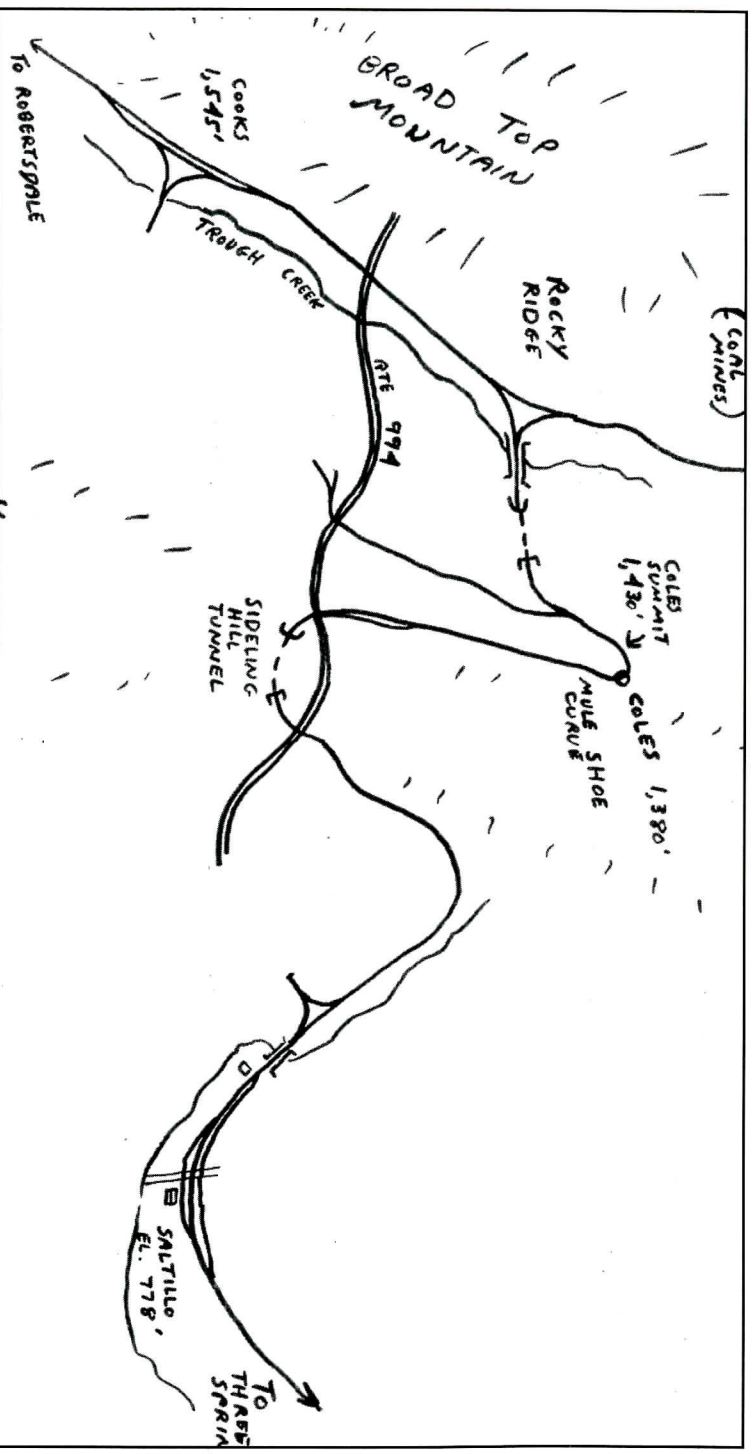
The transfer crane is a must if you model Mt. Union yard. It's where standard gauge cars received narrow gauge trucks.



The coal trestle in Mt. Union served to unload coal directly to trucks below.

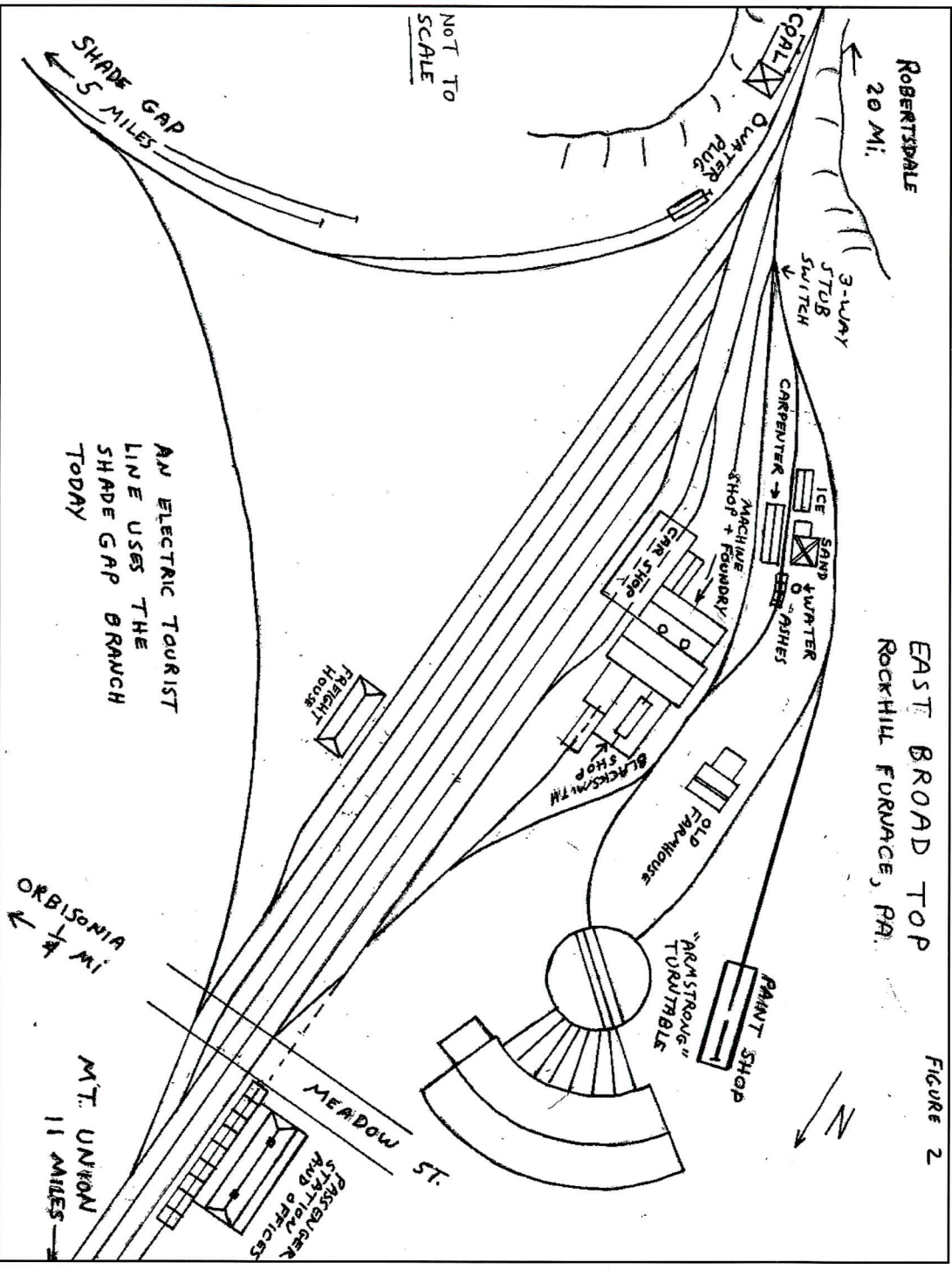


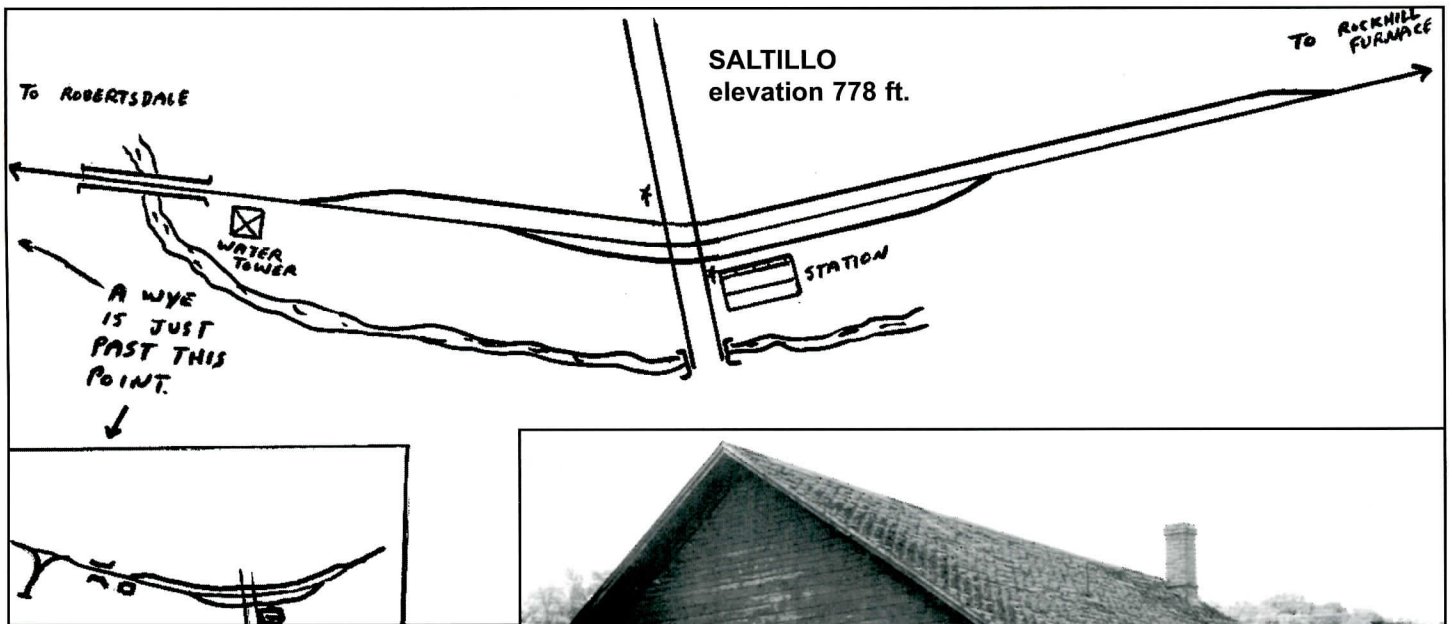
A top view of the coal trestle in Mt. Union with the transfer crane far in the background. These photos were taken in 1968.



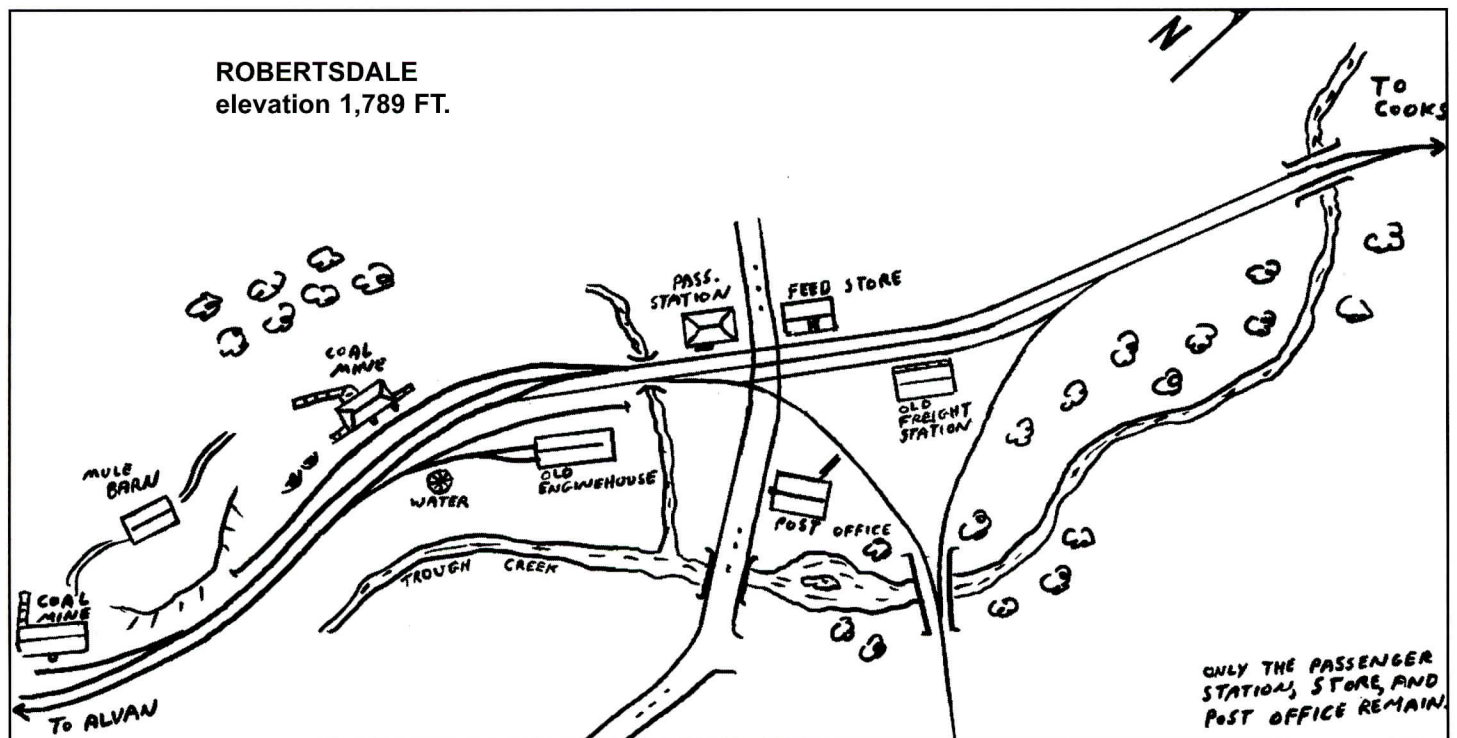
EAST BROAD TOP
ROCKHILL FURNACE, PA.

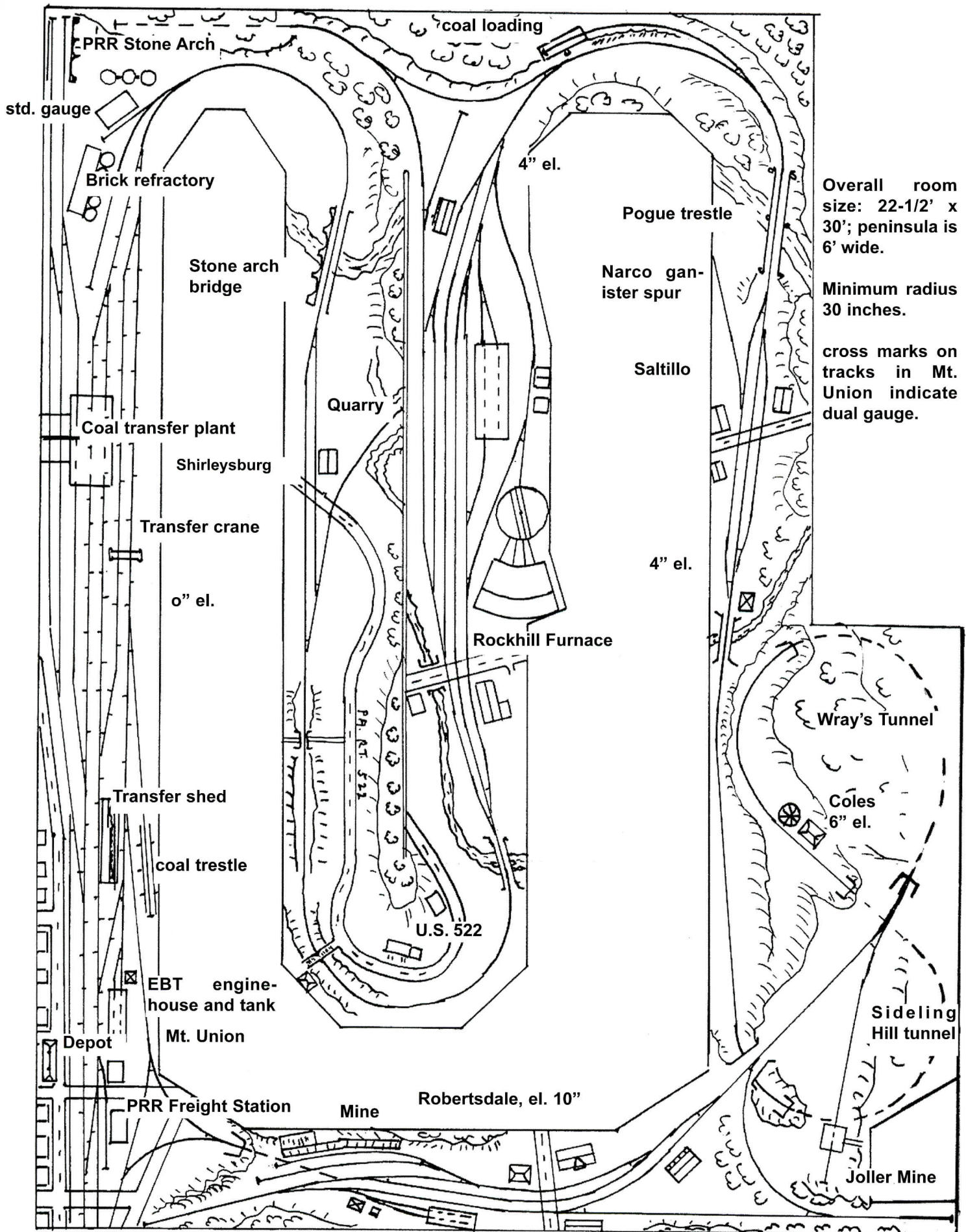
FIGURE 2





Track sketches are invaluable when designing a model railroad to reflect the prototype. As is obvious, the EBT track diagrams of Saltillo, above, and Robertsdale, below, just beg to be modeled. The Saltillo station shown at right is available in kit form from BTS. Robertsdale was basically the southern terminal for the EBT with mines at Robertsdale and down the line a bit at Woodvale and Alvan.





stock goes BTS has made a couple of EBT hoppers (2 and 3-bay) and a flat car. Next up is a tank car and caboose kit. The website is www.btsrr.com.

Operations:

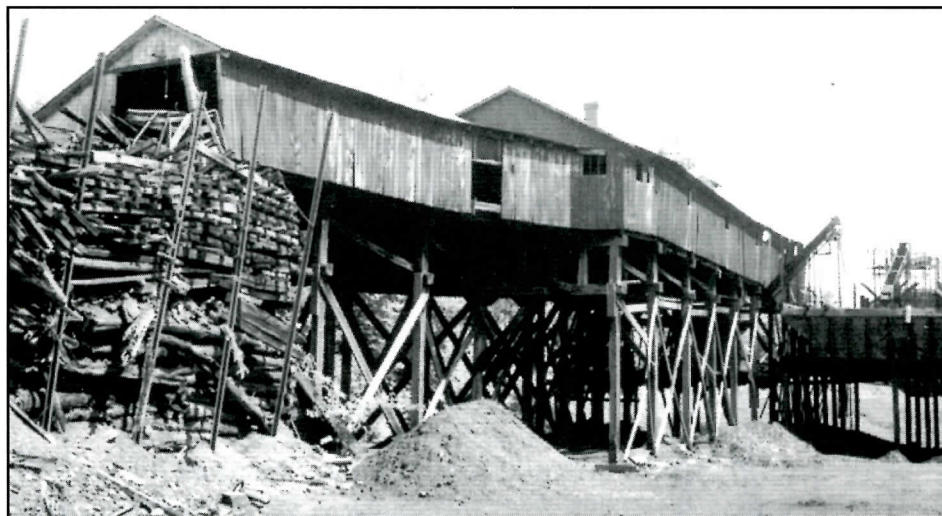
Lots of operation is possible with either the modular or the home layout design. In Mt. Union standard gauge switchers from the EBT and the PRR would be kept busy switching the brick plants, the freight station, the transfer shed and the coal transfer plant.

Of course, the normal coal trains would shuttle empties to Orbisonia/Rockhill Furnace and then to the mines and loads in a reverse direction. Passenger trains were usually just coaches tacked onto the freight trains during the week to handle mail, express and miners going to and from work. An occasional special would be appropriate. The M-1 gas electric was used often on the weekends to keep mail and express moving when the miners weren't working.

A quarry for ganister rock used to make fire brick for the steel industry was located on the Narco branch near Saltillo. NARCO is an acronym for North American Refractories Company. The EBT usually had a dedicated train to handle the quarry and deliver the rock to the brick plants in Mt. Union.

Bibliography:

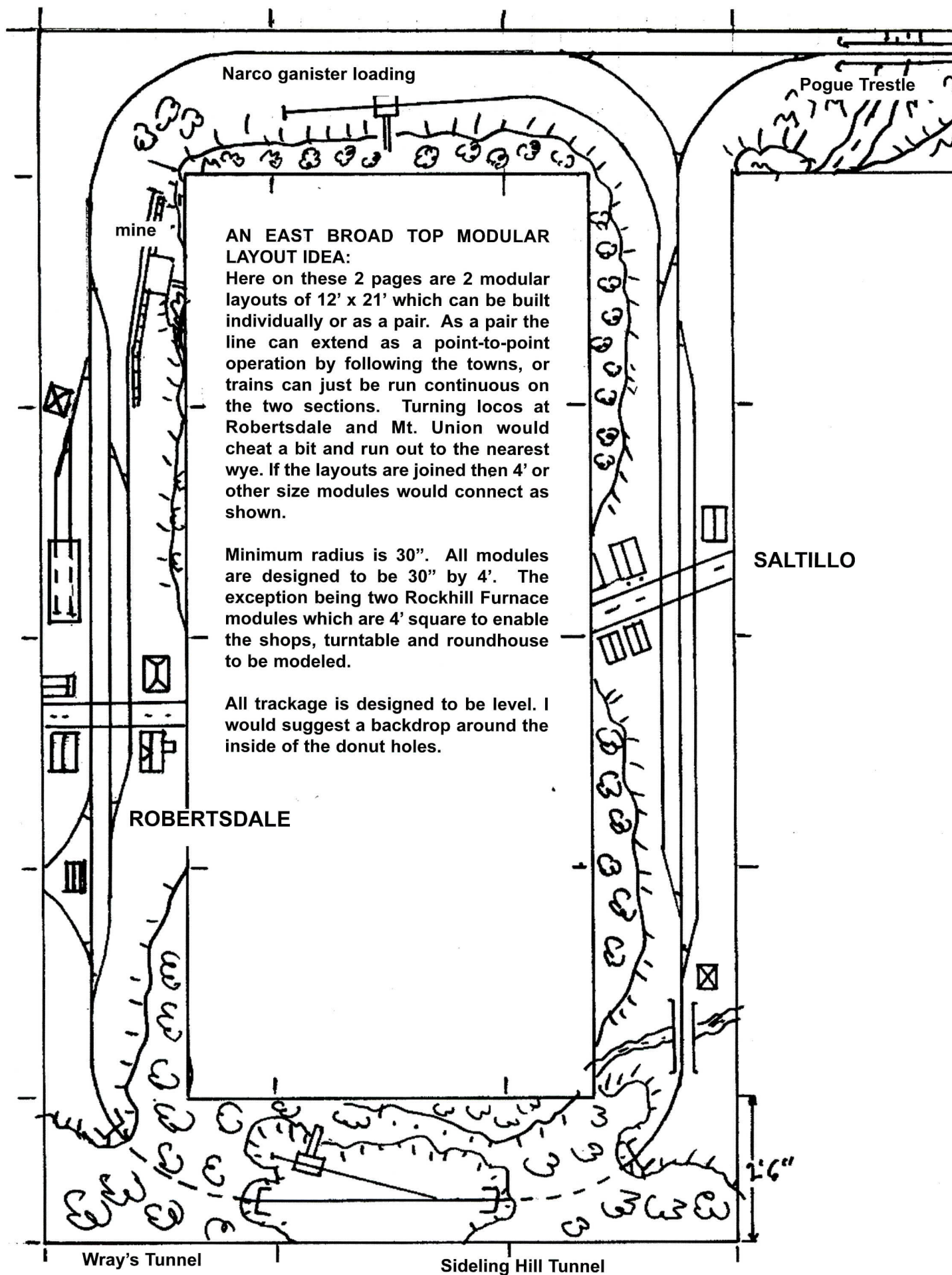
- *East Broad Top, To the Mines and Back* by Grenard and Kramer, softback, Carstens. May be out of print.
 - *East Broad Top*, Rainey and Kyper, 1982, Golden West
 - *Along the East Broad Top*, Donald Heimburger, 1987, Heimburger House Publishing Co.
 - *East Broad Top, Slim Gauge Survivor*, Mellander, 1995, Old Line Graphics (color book).
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- If not available from the publisher, try the book dealers.

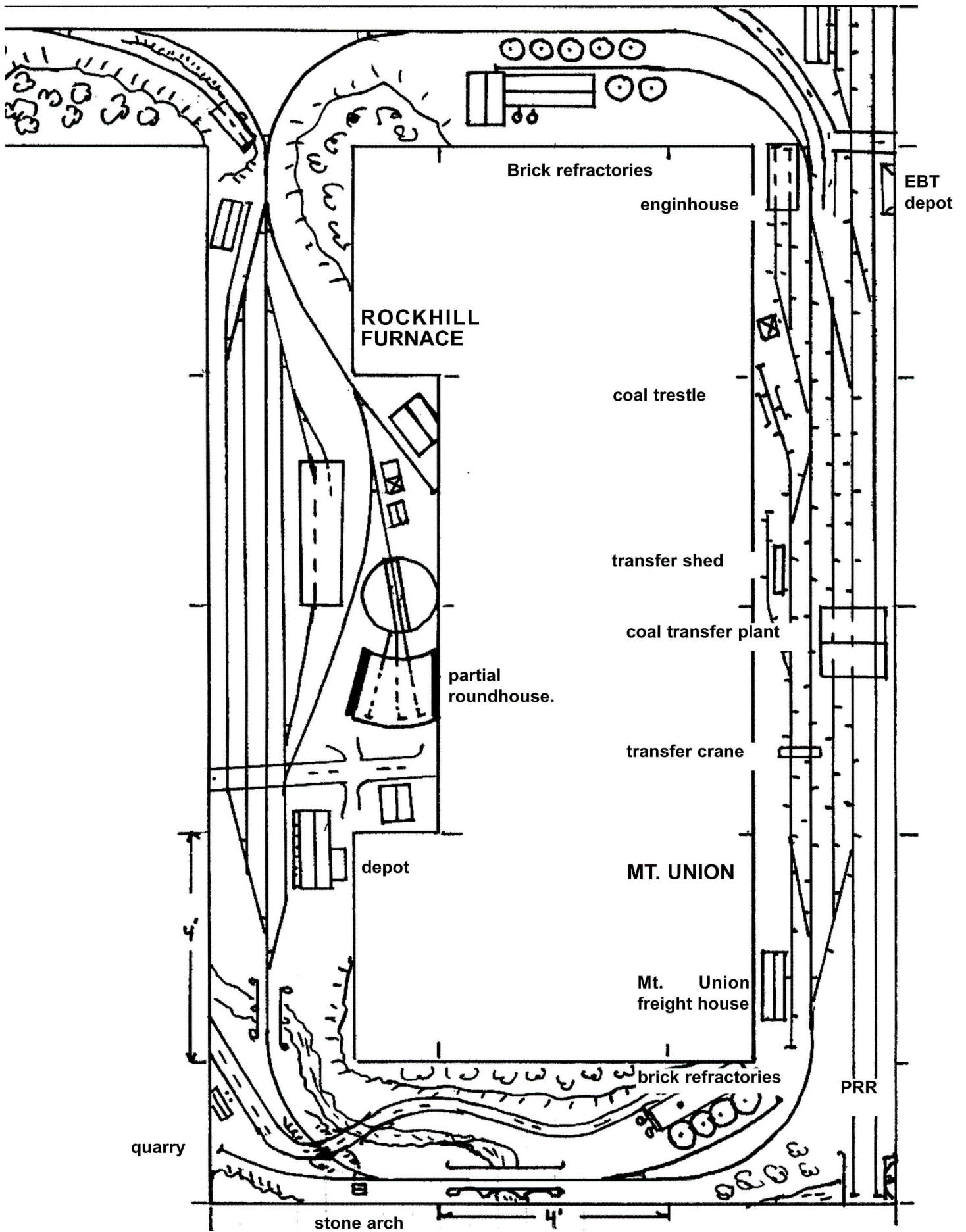


Above - Mine tipple around Alvan in the 1970s. Note hoppers used for loader at far right. Below - is a view from the opposite end showing the hoppers to the left.
Photos this page Jeff Madden



MI motorcar, which I nicknamed the "Ruptured Duck" because of it's off key horn, rides the "armstrong" turntable at Rockhill Furnace. Note stone-farmhouse in background which became shop super's office.







The layout views shown here are of Steve Lunde's hi-rail layout which will be available to visit at the 29th annual Fall S Fest this fall on Halloween weekend. These are some updated shots of the layout that was in the April 2003 *Dispatch*.

The truss bridge shown on the cover is kitbashed from 2 Central Valley HO bridge kits. Note structures by Des Plaines and Lehigh Valley Models. Track is all code 148 with some hand-made closed frog turnouts.

Photos both pages by Bob Wazniak using a Sony 4 megapixel digital camera

ALL ABOARD!



S-PIKES



President's Message from page 4

speak. I found only 2 other S scalers who are speakers, but I still tried to encourage the membership to dig up some speaking engagements for us. I have never yet had the opportunity to speak. One of the other ambassadors got to be on local TV and that was great, but that's all I know of in total. We missed out on a great opportunity to build up the scale side of S in not getting behind the WGH. Where were the scalers?

ARTICLES IN THE MAJOR MAGAZINES

A few years ago, we were approached by a magazine publisher to place one of our NASG sponsored joint ads in an upcoming yearly edition. But when we discovered that they didn't plan on including any S articles, we declined because we figured, why spend a lot of money on an ad in a magazine that didn't have S in its contents and we told them so. We adopted a "No S, no Ad" policy. Well, another year rolled around and they called us to inform us that they were going to have an S article in the magazine. We then arranged with some other parties to place a full page color ad in the magazine.

But there's a problem here. To have this continue, we need articles to go along with any ads. I've tried to urge the scalers to write articles for MR and RMC in particular. Some members who are also seasoned writers have volunteered their time to assist in writing articles. Our official photographer, Bob Werre has offered to photograph layouts for articles. The magazines like "layout tour" types of articles. So where are the scalers lining up to take advantage of this?

A few months ago, we were again contacted, this time by *Model Railroader*, about an article in the July issue on Jess Bennett's layout. We couldn't line up more than a few people to go into a joint ad and so had to decline. MR ad space is very expensive to begin with and that could have discouraged folks. But this article has been at MR for about 6 years and it's taken them this long to publish it. It points out the lack of articles that they get from us. They've had my own article for 5 years now. Meanwhile, RMC continues to publish our joint ad on the inside front cover. However, they also need arti-

cles to run in conjunction with the ads. So you can see that we need articles to make the whole thing work.

Add to this the fact that the S scale-only magazines struggle for adequate circulation. I hope that the latest one can survive, but once again, where are all the scalers who should be subscribing to it.

S IN HOBBY SHOPS

I still get irked when I see those ads for the Hobby Shops in the back of model railroad magazines that have an alphabet soup of scales that they carry that doesn't include S. A typical ad in the back of *Scale Rails*, the NMRA's magazine, listed Z, N, HO, O and G. Perhaps our biggest goal has been to establish S as a major scale. That means that instead of reading about HO, N and O in ads and magazine banners, you see HO, N, O and S. It's been a long and difficult fight.

The S Friendly Hobby Shop Campaign campaign has been an attempt to get the local hobby shop owners at least thinking about stocking S. We took out a full page color ad in *Model Retailer Magazine* to help that process along. Almost all of the hobby shops that do stock S are stocking hi-rail products. This of course, leaves out the scalers. A fellow board member lamented that we can't really appeal to prospective model railroaders who visit hobby shops looking for certain simple vital products like plug-in switch machines and interchangeable couplers like other scales such as HO has.

There simply aren't enough scalers to warrant these hobby shops stocking scale merchandise. Another reason why we have to get our numbers built up. The hi-rail products at least are getting our foot in the door, and that could lead to having more scale items stocked but once again, we need more scale consumers.

NMRA

A lot of people think that we shouldn't be associating ourselves with the NMRA. If we're to be a major scale, should we not have a major presence within the largest model railroad organization? However, we obviously don't. One clue is that fact that whenever the NMRA has a regional or national convention, there are few if any S scale layouts as part of the home layout tours. I try to participate, but

always end up as the only S scale layout taking part.

Also, I included the warning below as a public service, but it does support my assumptions about the lack of scalers. Notice the comment by the NMRA that they sell "under 100" of the cars. Out of near 20,000 NMRA members, that indicates that not a whole lot of them are S scalers.

I received a letter from a member of the NASG and NMRA. In it he mentioned something that our other members who also belong to the NMRA should be made aware of. In *Scale Rails* magazine for April 2004 on page 21 there is an offer for cars lettered for Harold Carsten's "Susquehanna Northern". Pictured is a 3-bay hopper. Our member ordered one and what arrived was a PRS box car. There was nothing in the ad that mentioned the type of S car that would actually be produced, thus misleading anyone who saw the ad. I notified the NMRA about this and said that I hoped that in future ads, they will indicate the type of car that you would receive if you ordered the S version.

I received an email from Ben Pearlman of the NMRA Membership-Services Dept. In it he apologized for the mix-up. He said "The advertising agency apparently had a technical problem causing the omission of the car styles (by scale) and disclaimer stating, "The car shown might differ from the one you receive". He went on to say that only Pacific Rail Shops was willing to do a small run of cars and that they were restricted, of course, to the PRS product line. The usual run is under 100 cars. He added that if they could sell more cars, they could lower the price per car and get more variety of body styles. That would be up to the S scale NMRA members of course. These special runs honor the layouts and memories of some of the great model railroads. I have a box car for the GD Line and since my own pike is freelanced, it works just fine for me to run it in consists. I think it's neat that they have the option to buy these cars in S.

The NASG could possibly help the NMRA to build up the numbers who would purchase such cars perhaps by making a joint venture with the NMRA (at their suggestion). If anyone is interest-

ed in doing this, please get in touch with us. If we want to build up our scale segment of S, here's one way to do it.

Also, the letter was delayed in getting to me because it was mailed to my now obsolete temporary address in Virginia. This is the address that is still in the 2004 Directory. My permanent address is listed on the NASG Officers page. Anyway, please use the following address for mailing me:

13544 Cumberland Hwy
Orrstown, PA 17244

I want to promote all areas of S with equal fervor. I love American Flyer and still have lots of Gilbert equipment. I'm thrilled at the growth in AF oriented products over the last few years and try my best to help keep the new stuff coming. I renew my pledge to work hard for the AF side of S. I also love and support the narrow gauge side of S, too. However, unless

someone can show me where I figured wrong, there is a crucial need to promote the scale side of S. I'm open to any suggestions as to how we can grow S scale. I hope that in this my final year as President, I can help to reverse the trend and get S scale going in the right direction. The question is: Is it my failure to rally the troops, or are there too few troops to rally?

-Roy Hoffman, NASG President

LAST RUN

Joe Webb

Many of us remember Joe from the Sprees and the 2002 convention. Joe recently passed away, and here are some recollections from Lee McCarty from the Cuyahoga Valley club's newsletter:

This message starts on a very somber note, the passing of yet another one of our own, Joe Webb. For those of you who may have trouble placing Joe, we all

can understand since Joe was more than happy most of the time to be working on behalf of the club from the background.

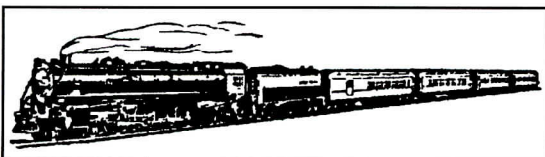
Joe was the person who managed to set up and coordinate all the field trips at the 2002 National Convention here. He made major contributions in the committee that set up the convention. He arranged all the busses for the convention, made sure no one was left off the busses, made sure that someone who actually knew

where they were going was on the bus for each trip. You know that guy never said much out loud, but did one heck of a lot of work for us.

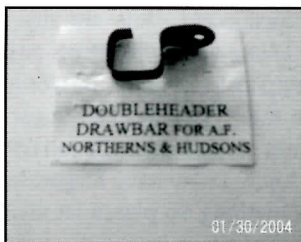
Joe's last contribution to this organization was setting and making operational the switches on the upper loop of the hi-rail layout during the work sessions at my house here last fall.

Joe, we will miss you like we miss Josh. - Lee McCarty

PORT LINES HOBBIES



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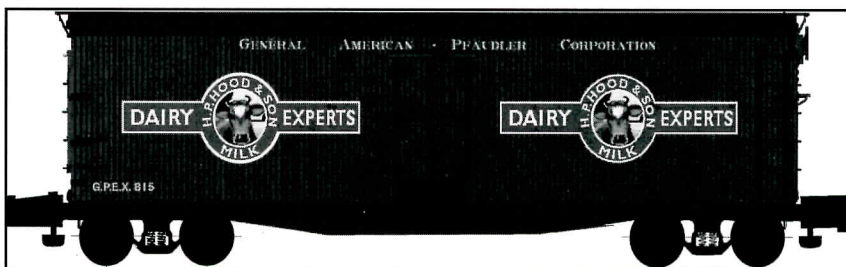


"Doubleheader Drawbar"
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NEW: Circuit Breaker kits
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PROMOTIONS REPORT

Hi Folks: This past year the Promotions committee has worked hard on promoting S model railroading. I have placed ads in *Railroad Model Craftsman*, *Classic Toy Trains*, *Model Railroad Planning*, *Model Railroad News*, *NMRA's Scale Rails*, *S Gaugain*, *S/Sn3 Modeling Guide*, *Toy Farmer* and *Toy Trucker*. We also did a two page ad in *Model Retailer* which goes out to over 4,000 hobby shops in North America. I must thank all the S manufacturers who participated in these efforts, without them it would not have happened. Also we had some great help setting up the ads. With the *Model Retailer* ad I had some very generous help from NASG Member Phil Kosin and his wonderful crew at *Chicagoland Golf Magazine*. Their work was very professional. Denny Hamilton at *Model Railroader* was very helpful with our ads in the *MR Planning* and in *MR*. Peter Uptegrove at *Railroad Model Craftsman* was also very helpful and patient. At *Classic Toy Trains* Dean Bennett worked closely with me on that ad. Jeff Madden put together the ad we use in *Model Railroad News*. I must thank Roy Hoffman and his wife for doing the artwork for the new ad we have in our portion of the *Craftsman* ad and in the *Model Retailer* ad and for tweaking other ads. With the *Model Retailer* ad we included a questionnaire postcard aimed at the Hobby shops around the country. It asked if they Stock S, who they stock, would they be interested in literature from our S manufacturers, Customer inquiries about S and of course they contact information that we added to our website, S FRIENDLY HOBBY SHOPS - <http://sscaletrains.com/sfriendly/index.html> Also we put the *S BUYER'S GUIDE* online for you to look at: <http://www.s-scaletrains.com/sbuyer/index.html> Both were put together by Roy Hoffman.

And I must thank the NASG BOT for approving the funds to do these ads. We now have a layout thanks to the donations of many of our S manufacturers and members. Jamie Bothwell, Fred Rouse [SSL&S], Bert Mahr and Dave Heine must be thanked for their part in building the layout. All are Lehigh Valley S Gaugers, members. It has been to about six shows at this time, and we have plans

for many more shows and conventions. It fits okay in my conversion van, the mini van was getting to small.

Alan Evans, our Special Project Committee Chairman, does a great job printing our applications, *S Buyer's Guides*, and many other items. Michael Greene is doing a fine job with our NASG website www.nasg.org. He has added some items since he took it over from Craig O'Connell who started it for us. Thanks Craig and Michael.

Promotions Committee member Tom Robinson is something else. He lugs his hi-rail layout, The Volunteer Central, to many train shows and conventions. He will be setup and promoting S at the Kudzu Rails 2004 convention <http://www.srha.net/kudzu/default.htm> to show southern model railroaders that S has much to offer them. Most Folks will remember Tom's layout at the Steamtown USA NASG 2001 convention. Member Earl Henry will also have a display with literature and member Lance McCold will also be there to lend a hand

I have been sending literature around the country to many local S clubs who do a fabulous job promoting S and the NASG at many, many shows. Some of the clubs are Connecticut S Gaugers, Bristol S Gaugers, South Jersey S Gaugers, Central Ohio S Gaugers, Cuyahoga Valley S Gaugers, Bay Area S Scalers, Atlantic Coast S Gaugers, Rocky MT. Hi-Railers, Crescent City S Gaugers, Chicagoland Assn. of S Gaugers, Baltimore AF Club, Central NY S Gaugers, Pines & Prairies S Scale Workshop, Badgerland S Gaugers. Please let me know if I forgot any club.

Over the years the NASG Conventions, S-Fests, S-Sprees, S-Wests and the Central Jersey Get-Togethers have always been great places to talk and promote S. The Great American Train Shows and the Greenburg Train Shows must be thanked for they very generously providing free tables for the NASG.

Gerry Evans, Lee Johnson, Jeff Madden and Terry Harrison have done an excellent job of Promoting Sn3 and the NASG at the Sn3 Symposiums and other narrow gauge functions. Lee Johnson will have an NASG table setup at the 24th National

Narrow Gauge Convention at Santa Clara, Ca. this September 1-4 <http://www.narrowgauge2004.com/>

Again Lee Johnson and members of the Bay Area S Scalers will have their layout setup and promoting S and the NASG at NMRA's National Train Show in Seattle. The Rocky Mountain Hi-rails will also have their large Hi-Rail layout at the National Train Show, This Layout is lots of fun. This July the Altoona Area Train Collectors Club will be doing likewise at the TCA convention this June in Pittsburgh. S-N-S trains will be representing the NASG at the TTOS National Convention in Fresno, Ca. this August. I am told by the folks running the convention their will be two S layouts setup and operating at their show.

Member Gerald Dobbs promoted S the TTOS convention in Denver in '03 and a TCA meet. Members John Marcham and Doug Miller of NY promote S at the Finger Lakes Train Show every year. Also member Nelson Steinmetz did a great job of promoting the NASG and S at the NMRA's Pacific Southwest Regional convention in September 03. Howard Sheffield of Howard's S Trains and members of the Bay Area S Scalers Promoted the NASG at the S-west convention.

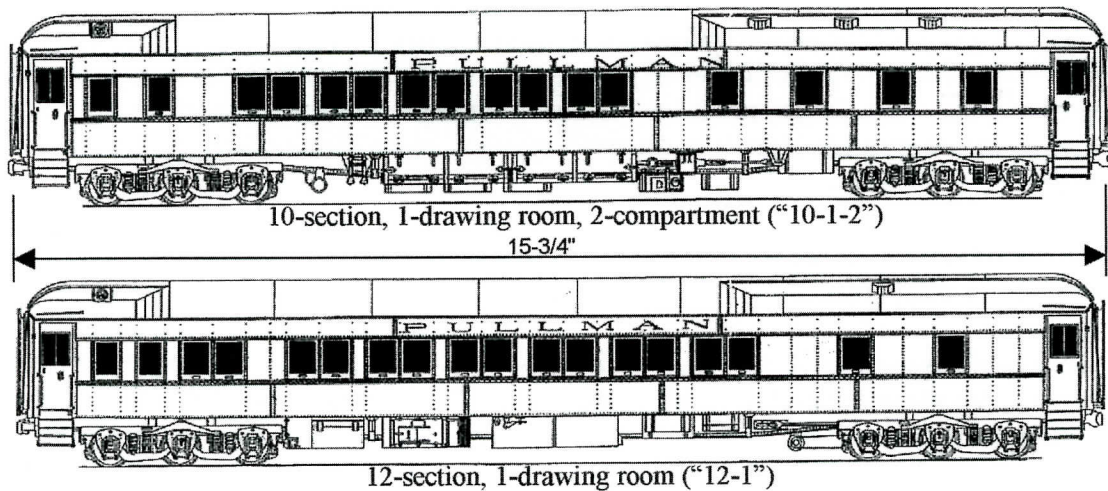
We will be introducing the Josh Seltzer Website Award. This award will be presented at the NASG convention in Chicago this July for the most popular website voted upon by S gaugers. The voting has been good. In fact I was directed to many sites I didn't know about. These sites also do a terrific job of promoting S. I know I may have forgotten Some one or something So please let me know if I did.

I Hope To see you folks at the NASG convention in Chicago.

John Foley
NASG Promotions

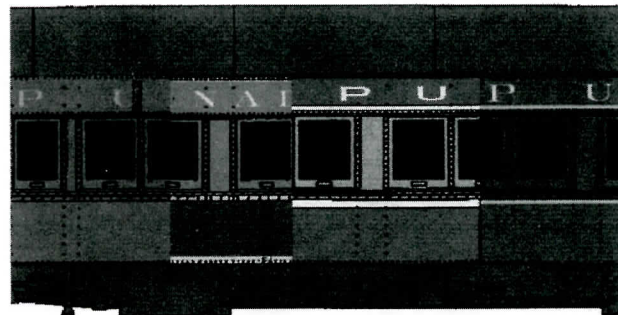


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A SCALE IN TWO CITIES By Richard Snook

A track plan originally given to Bill Wade of BTS as an idea for his portable display layout. This version includes both narrow gauge and standard gauge. Bill may have been inspired by some of Richard's ideas, and this might be fodder for others wanting to do a multi gauge S portable layout.

Each scene is separated by visual divider i.e..Urban/Industrial by Buildings.track goes through to Industrial Park!! Industrial Park/ Rural..trains pass under road bridge, scenery divider at edge of building co-incides with tunnel entrance for narrow gauge, trees on edge of scenery divider at as co-existing elements in both vignettes. Rural/Logging/Urban "separated" by increase and decrease of vegetation.

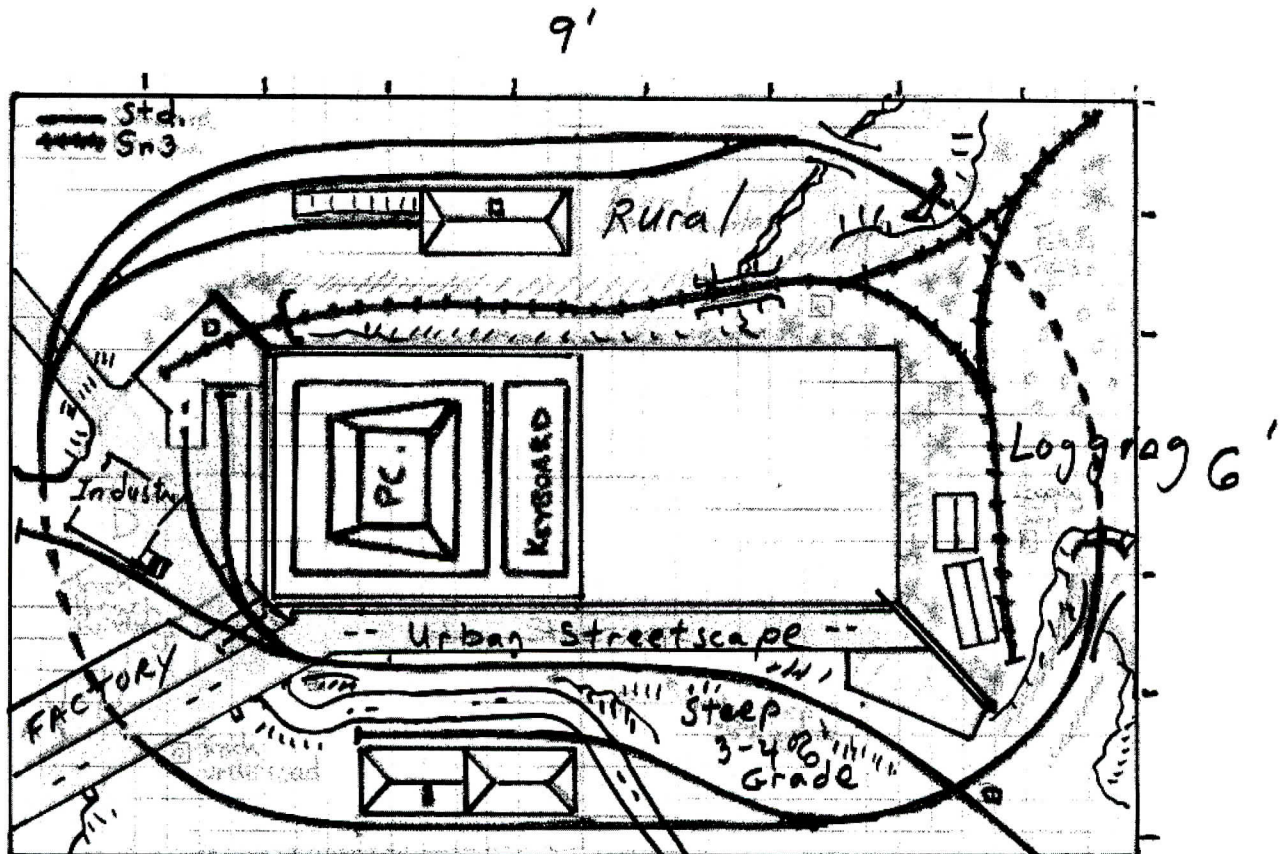
So what do we have here...plenty of movement..lots of colour, busy scenes to capture the eye and lead it to specific mini scenes.

Alright its really cramming all this in...but it might just work...its an "example" layout!! ...to show possibilities....I'm almost tempted to build one myself!!! The very crowded nature might actually work in the positive. I've tried resizing out of curiosity..if you could stretch the width to say..7ft instead of six it might work even better...any reason for choosing 6 ?? [The standard booth size is 10' x 10' - wanted this to fit in a booth with 2' on each side. Bill]

Anyhow, this is one of hopefully a few ideas we might get (then again it might be a bit like waking the dead eh??) I hope to work up the elevations as well. An article tracing the conceptualising , building and exhibiting the layout could prove of interest to the big mags!! and if I built one for here...you could call it " a scale in two cities"...

I'll go now...>:~))

Richard Snook, Australia



THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** are planning to attend and set up their portable modular layout at the train show organized by John and Robin Vanacore. The show has been held in the Yale University gym, however, this year it will be moved to another nearby location in New Haven. The show is scheduled for Sunday August 22, at the New Haven City Wide Field House. Doug Peck coordinates the club activities, and edits the newsletter. The club members met at the home of Al Coughlin, in Franklin, MA. for their April meeting. Don Hasenzahl hosted the club members for their May meeting in Southboro, MA. The club family picnic is planned for June 27, and will be held at the home of member Joe Collins. Tommy Robichaud is the President of the club. The family of Gene Fletcher who passed away last year donated an S scale 0-8-0 steam loco to the **BSG**. The club plans to operate the loco on their modular layout at future show displays.

The **Conn. S Gaugers (CSG)** held a meeting at the home of member Bob Comstock, in Middletown, CT., in April. Bob has painted and lettered many S gauge freight cars mostly using dry transfers. For multicolored logos, the base transfer is applied first and then additional color transfers are used to add the colors that are required. The club will meet at the home of Stan Stokrocki in June. Stan lives in Poughkeepsie, N.Y. and has an extremely detailed scale layout that he constructed in sections as space became available. Stan has custom built many S models including locomotives, and has converted HO scale buildings for use in our favorite scale. The **CSG** recently welcomed new members William Britt from Bethel, CT.,

and Walt Zawalich, from Hamden, CT. The club is planning to attend and set up their modular layout at the All Gauge Train Show to be held in August in New Haven (see above, **BSG**). Steve Kutash is V.P. in charge of the modular set up, and Bill Fuhrman is the club president.

Members of the **CSG** were saddened by the passing of Blanche Roos, husband of long time club member Henry Roos, and mother of Pieter Roos another club member. Some years ago Blanche hosted the club when they volunteered to help Hank set up his S layout purchased from another **NASG** member's widow in MA. The layout is a large around the room one set up in the basement. Club member Larry Morton in Hurley, N.Y. purchased the Tomalco line of S scale track and will be marketing it in the future. Member Bob Ritchie is selling American Models and S Helper Service S gauge trains. Bob often times promotes the new offerings of the two manufacturers that he represents.

The **Canadian S Scale Quarterly (CSSQ)** were invited to an open house held by Hank Duivenbode, in Innerkip, Ont., Canada. The event was held on May 1 and 2, and invitation were made to include all **CSSQ** members and friends. Club member Ken Garber is the editor for the next issue of the *CSSQ Quarterly*, the newsletter of the group. The editorship is passed around among the members and each is encouraged to supply news or information on their activities that can be included in the newsletter. Descriptions of home layouts and modeling projects are typically included in the newsletters.

The **Western N.Y. S Scale Association (WNYSSA)** met at the home of Noreen and Harold Morath, in Lancaster, NY, for their March meeting. Twelve members attended in addition to the host and hostess. The club decided to construct wide corner modules for their layout, a decision that met with great approval from the S scale modelers in the group. Member Paul Wachowicz was to purchase the lumber and Gregg Mummert the Cinch connectors that are needed to connect each module together electrically. The April meeting was held at the Pegasus Restaurant in Hamburg, N.Y. Paul Wachowicz held the May meeting at his home. Ron Kemp edited a recent issue of the club newsletter that included a great listing of train related and club events for the rest of the year.

The *Waybill* is the official newsletter of the **South Jersey S Gaugers (SJSG)**. The newsletter is temporarily edited by VP. Michael McConnell. The club has a "New Layout" committee that is working on a new layout that is hoped to offer improvements over the present one (which is very good). Member Dan Mastrobuono has the new layout in his basement where work is being done to complete it. Aligning pins are to be installed between each section to provide accurate alignment and quick assembly of the layout. Track can be laid after the alignment pins are installed. The club set up their portable layout at the Cherry Hill Toy show, in Cherry Hill, N.J. on April 18. Club President Hank Worrell and Ray Farrell coordinated this display of the club's layout.

The **SJSG** regularly meets at the Stratford Senior Center, Stratford, N.J. where business meetings are held on a monthly basis. Member Dan Mastrobuono and his wife recently welcomed a new baby to their household. John Aaron gave a clinic on building RR catenary that could be quickly and inexpen-

sively made, at a recent meeting of the group. On May 8 the club members made an annual trip to the Flyertown Museum operated by Joe Jones. Members taking the trip met at Dino's Diner in Clermont, N.J. before heading out to the Museum. Member Bob Gallagher is scheduled to host a play trains meeting at his home in June. Members of the **SJSG** were asked to consider offering their layouts as part of tours for the 2006 joint NASG/NMRA convention(if it is held in Philadelphia). Walt Mumie is scheduled to present a clinic at the June meeting on building scenery.

A recent issue of the *Waybill* included an article on building a Christmas Tree Layout by Dan DeSantis. Simulation of snow and a frozen stream was described. Member Steve Politowski is coordinating a "Secret Project " event for the club. A description of the participant's project is to be made and submitted to Steve when the member enters the project event. On the night of the competition, the members unveil their secret project and it is voted on considering detail, originality, and conformance to your original description. There are no less than six club members that operate/own S gauge or train related establishments. These include Rich Bimmer, Jim Pauley, Tom Seccia, Fred Jester, Chick Viggiano, and Joe Jones.

The North Penn S Gaugers (NPSG) met at the home of Mike Berus. The club had their modules set up and operating at the East Coast Hobby Show, at the Ft. Washington Expo Center in March. Glenn Ritter is corresponding secretary and is recuperating from a devastating auto injury/accident. The club has a meeting house where their modules can be set up and worked upon as desired. Member Barry Simpson hosted the club meeting in April and taking the club layout to the 2005 NASG convention in Altoona, PA was discussed. The

possibility of purchasing a trailer to transport the layout was also discussed. The layout is in good operating condition, and several improvements are being considered. The possibility of changing to 48 inch radius curves and incorporating a large 24 ft. long x 3 ft. wide yard are improvements that are under consideration. Joe Bolsar will host the club meeting in June, and Jerry Miklosh on July 17. The annual picnic of the club is scheduled for Sept. at the home of Glenn Ritter. This is always a fun and well-attended event.

The Neshaminy Valley AF Club (NVAFC) held a meeting in March at the home of Nancy and Joe Fisher. The host has a collection of AF and other S gauge trains. A six-car circus train with original loads was restored by Joe and Mike Smith, and it was shown to those attending the meeting. Various accessories and S trains were operated at the meeting. Mike Ramsey coordinates the activities of the **NVAFC**. In March, Curt Johnson, Mike, and Roger Weiss set up and operated a portable layout at the Lackawanna Hotel Train Show. The club met in April at Phil's Tavern & Shuffleboard Bowling Emporium in Ambler, PA. coordinated by club member George Donahue. Supper was enjoyed along with a competitive shuffleboard bowling tournament, and discussion about the club's plans for the future. The club members met at the home of Mike and Kathleen Hudek in May, which is the anniversary month for the beginning of the organization. Mike is organizing a place to have the club layout set up at the Christmas in July celebration to be held in Wildwood, NJ, on July 17.

The Baltimore Area AF Club (BAAFC) set up and operated their layout at the Great Scale & All American Hi-Rail Collectors Train Show (that about covers all phases of our hobby) held in Timonium, MD. in early April. Member Bob Holtz hosted the club

members for their March meeting, and those attending had an opportunity to operate the host's layout. The layout includes city, farm, industrial, and trailer park scenes and has two levels with transition grades to connect the two levels. Ron Oktavec held the April meeting at his home in Westminster, MD. On May 1, the club set up and operated a portable layout at the Washington Metro Area Transit Authority (WMATA) Rail Rodeo. The event was held at the Metro repair facility in Beltsville, MD. Activities throughout the day included tours of the repair facility, classic car show, repair contests, and a large lunch. The **BAAFC** set up and operated their layout for/at the event. On May 15 the club brought and operated their layout at the Washington, DC. Children's Hospital. The layout was operated for five hours to the delight of young patients and their families and staff of the hospital. This is a very worthwhile community service event that the club has done in the past.

The **BAAFC** met at the home of Monte Heppe, in Pasadena, MD. For their May meeting. The members discussed the possibility of purchasing a trailer to transport their layout to display locations. A field trip is planned to the open house of S Helper Service, in Cliffwood, N.J. to be held in early June. A possible field trip to the Horseshoe Curve was discussed, and it was agreed to discuss such an activity at a future time with the trip possibly in the summer. Ron Kolb coordinates the club activities and ably edits the club newsletter.

An S-South Mini-Meet was held at the St. Edward-Epiphany School, in Richmond, VA on March 6. The event was coordinated by Wayne Beachy and Mike Myers of the **Atlantic Coast S Gaugers (ACSG)**. Five Divisions were represented, including Virginia & Carolina Central, Washington & Old Dominion, and

the Tidewater Divisions. In addition, members of the BAAFC attended and helped set up and operate the layout. The layout included 60 modules and a "U" shaped layout measuring 64 ft. x 40 ft. The set up was on Friday and on Saturday morning final details were added to the layout when operation was begun. The longest train was a 99 car one including a four wheel bobber caboose. One of the Divisions constructed and brought a Thomas the Tank Engine cab that children could sit in and operate a train on the layout. Steve Blanchard modified/built a passenger train that included Bachman brand On30 cars pulled by two highly modified and detailed AF Franklin engines.

Members of the Georgia Division of the **ACSG** have been busy constructing modules to be part of a display layout. They are hoping to set up and operate their layout at the Terminus Chapter meet of the Train Collectors Assoc. to be held on June 5. The meet will be at the Meadowcreek High School, Norcross, GA. The club also hopes to set up and display at the train show to be at the Smoke Rise Baptist Church, Stone Mountain, GA. on July 24,

25. Club member Bob Lacheen provided descriptions of the Georgia Division's activities and plans.

The Suncoast AF Enthusiasts (SAFE) met on April 1 at Frank's Toys and Hobbies to hold their annual train race competitions. Frank and Helen Jackson hosted the club for the event which could be held indoors and avoid any weather-related problems. There were many categories of trains and each one vied separately- then there were run-offs which matched the winner in each category against winners in other categories. The winners in each category received blue ribbons for their efforts, and the Overall Grand Champion and First Runner Up

each received a "wonderful" trophy. The trophies were donated by club members Lynn and Marsha Keiter. Joe Spinella, husband of club secretary and newsletter editor, Anna Spinella, placed First Runner-Up to the overall winner Larry Heffelfinger owner of the famous black cat. The club held a meeting at the home of Fred and Nancy Ryhne, in Lutz, FL. in early May. The June meeting will be hosted by Joe and Carol Flora, and plans are underway for the Lutz Historic Train Depot open house. The event has in the past been attended and used as a venue for the set up and operation of the club portable layout. This year the event will include for the club members, set up on Friday with BBQ dinner, and operation of the layout on the fourth of July. The club is considering display of a layout at the GATS Train Show, to be held on July 24/25 in Clearwater, FL

The Southeastern Michigan S Gaugers (SMSG) met for a meeting at the home of John Racey for their April meeting in Farmington Hills, MI.. The older 6 ft. x 6 ft. club layout was set up on the lower level of the host's home, and operated fine for those attending. In mid-May the club set up and operated their portable layout at the Durand RR Days event. It was a two day affair and set up of the layout was done on Friday night as coordinated by Dale Baker. Dale is scheduled to host the club meeting in June, in Owosso, MI. Work is continuing on the new display layout, and flex track soon to be installed. Bill Murray has located a place where the club can set up their layout and work on/test it indoors on weekends. Bob Pardington planned to attend and set up a display layout at the flea market in Ypsilanti, MI. The club is considering purchase and operation of an S gauge Thomas the Tank Engine model to operate on the display layouts. Jerry Poniatowski is Secretary and ably edits the club newsletter.

The Northern Ohio S Scalers (NOSS) met in March at the Lafayette Church, Medina, OH. where member John Lanzer hosted and organized the "Clean out the Closet Sale-a-thons" that were made. A special slide show was presented by Ed Manning. The host organizer provided food for the event, and a good time was had by all members attending. John Sudimak held the April meeting of the club at his home in Medina, OH. George Ricketts ably edits the club newsletter sent to members, friends, and prospective new members. The club is planning to hold their picnic on June 27, at the Cuyahoga Valley & Westshore Model RR Club, in Berea, OH.

The Chicagoland Assoc. of S Gaugers (CASG) meets at the St. Paul Lutheran School, Melrose Park, IL. on a regular basis. The club members were recently saddened by the passing of their immediate past president, Norm Schreiner. Prior to serving as president of the CASG for the past four years, he was treasurer of the club. Norm ran Schreiner Scale Models, a supplier of streamline passenger car kits along with custom model building and painting services. The **CASG** members participated in the recent NMRA division shows sponsored by the Fox Valley Div. and held at the Harper College, Palatine, IL. A display table with track and trains along with S gauge products and literature were used to advertise our special gauge. The club is working with the Des Plaines Valley S Gaugers (DPVSG) who are hosting the 2004 NASG convention. CASG member Will Holt is coordinating the help with setting up and operating CHASM (standard gauge) and CLANG (narrow gauge) layouts that will be at the upcoming convention. The CASG has elected new officers, including: Joseph Taylor, Pres.; Don Heimburger, V.P.; Will Holt, Secretary; Bruce Lorence, Treasurer; Joseph Craig, Officer-at-Large; and Robert Brown, Bd.

of Trustees. Continuing as trustees are Joel Lebovitz and Roy Plotnick. Roy Plotnick maintains the club website, that displays the newsletter one week prior to each club meeting.

The *Lakeshore Special* is the newsletter of the **Cuyahoga Valley S Gaugers (CVSG)** and it includes minutes of the club meetings and details of the activities the club undertakes. The March meeting of the club was held at the home of Gail and Chuck Fonda in Beachwood, OH. Elections were held and the following are to serve for the next year: Lee McCarty, President; Joe Jansky, V.P.; Sharon Morton, Ass't. V.P.; Gene Rominski, Sect'y.; and Gregg Melzer, Treasurer. The April meeting was held at the home of Marty Lydecker, North Royalton, OH. Car pools were formed to go to the S Spree held in Columbus, OH. on April 30-May 2, 2004. The club brought and set up their AF tinsplate layout to the event. The club set up and operated their hi-rail and AF tinsplate layouts at the NMRA Train Show in mid-March at the Kirtland Community College. Plans are being made to set up the hi-rail layout at the Lorain Fairgrounds for a Boy Scout Jamboree held on the first weekend of October. The same weekend the club will display their scale layout and tinsplate layouts at the NMRA Show at the Berea Fairgrounds.

CVSG members who are also members of the TCA are selling bricks for a building project. The club will purchase one in memory of Josh Seltzer. Chuck Fonda wrote an article in the newsletter describing his visits to the York, PA. train shows in past years. This year was his 20th anniversary trip to York. Chuck described the variety of trains and possibility of purchases at the York shows. Members welcomed new members Larry Ackerman, Tom Beres, and Tom Scott to the club recently. The May meeting was held at the home

of Mike Udolph and Jim Zborowski was scheduled to host the June meeting of the club.

The **Miami Valley S Gaugers (MVSG)** members set up and operated their layout at the 2004 Spring Spree, held in the Holiday Inn East, Columbus, OH. on April 30-May 1. The layout was set up on Friday and taken down on Saturday. Margo and Dennie White hosted the club for their meeting in early April. Recent elections held provided the following new officers: Jon Goins, V.P.; Mike Masarik and Larry Beam, Trustees. The club has a new website at: www.trainweb.org/mvsg. The club is planning to sponsor the 2005 Spring S Spree, to be held in Dayton, OH. on April 29 & 30, 2005. The event will be held at the Holiday Inn, Dayton Mall, and the Spree S gauge car will be an Ivorydale & Millcreek Valley 40 ft. boxcar to be supplied by S Helper Service. The car is a medium red color with an ad for Ivory Soap ("It Floats"). Denny White is the Spree chairman. Norman Hass is the club recording secretary and Anthony Garza provides publicity for the club activities and meeting plans. Tony won a first place prize for one of his structures at the Spring S Spree. The May meeting was held at the car club house of Larry Beam, Dayton, OH. The June meeting is scheduled to be at the home of Monte Neuhart in Marysville, OH. Monte has a comprehensive collection of trains that can be enjoyed by the members attending the meeting. The club welcomed a new member, Charles Henry recently.

The **Badgerland S Gaugers (BSG)** held their March meeting at the home of Roy Meissner in Merton, WI. Ron Schlicht ably edits the club newsletter, and is chairman of the club's modular layout committee. The club is organizing the 29th Annual Fall S Fest to be held in October, of this year. The Fall S Fest car will be a Milwaukee Road bulk ice service

refrigerator car. The model will be supplied by S Helper Service with three numbers available. The club is considering designs for the club patch which is in the procurement process. The last Train/Trade Swap Meet sponsored by the club this spring was held on April 25. These events will be held at a new location in the fall. The new location is in the Milwaukee area, close to freeway access, has excellent parking, and easy access for loading and unloading. Dick Kloes coordinates the swap meets with the help of other **BSG** members. The club brought and set up a portable display layout to the Metro Model RR Club's spring train show held in mid-March. The show was in Cedarburg, WI. and was well attended, according to the report in the club newsletter. The club also brought their layout to a show in early April at the Chalet in Richfield. There was a Sunday brunch served at the Chalet.

The *S-Train Rail* is the official newsletter publication of the **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN)** and the club was hosted by Jess Bennett in Careywood, ID. for their April meeting. Vic Cherven from Sacramento, CA. attended the get together at Jess's house. The recent newsletter included several photos of Jess Bennett's layout, and it has fabulous mountain scenery with high trestles and deep gorges.. The club welcomed new members Vic Cherven, George Perks, and Ray Pearson recently. The club has decided not to bring their layout to the NASG regional convention in July. The travel distance that would be required to attend the event with the layout precludes attendance and display of the layout. Elizabeth Kettner has purchased and made skirts for the club's layout. The club recently voted to reimburse Elizabeth for the fabric that was required to make the skirts. Jon Kettner edits the club newsletter and coordi-

nates the club activities. The club is planning a picnic to be at the home of Bud Chadbourne on July 17. Lavette Carpenter is scheduled to host the club meeting in August.

The Rocky Mountain High Railers (RMHR) is completing wiring on their portable S layout, dubbed the "Lookout Junction". The group meets at the workshop area of the Boise City Government Buildings, in Boise, ID. New terminal strips were added for wiring accessories, and power terminals under the various sections of the layout. The layout is to incorporate a new track loop on the roundhouse table, once wiring bugs are resolved on the turntable indexing. The may meeting of the club was the final "tech" rehearsal prior to the GATS and National Train Show, in Seattle in July. The GATS Train Show will be held at the Western Idaho Fairgrounds, Garden City, ID. on June 26-27. The **RMHR** is planning to bring their layout to the Idaho Rails Train Show, at the Vendome Events Center, on Oct. 2, 2004. John Eichmann coordinates the club activities, and edit's the newsletter, the S Say.

The Bay Area S Scalpers (BASS) met at the home of Mike Schwab in May, Santa Cruz, CA. Mike has a large Sn3 layout with about 40% of the layout with scenery. Lee Johnson coordinates the club activities, and Barney Daehler edits and distributes the newsletter. Lee and Joe Visitine are planning on bringing and operating the club portable layout modules to the NMRA National Train Show, in Seattle in July. An abbreviated switching layout is planned for the NASG Regional Convention in Tacoma, WA. to be held after the NMRA Train Show. Lee Johnson displayed his modular S scale layout as part of the Annual Flyer Fest West, in mid-May. Lee solicited the help of some **BASS** members to operate the layout and impress the AF crowd about scale S model rail-

roading. The club members were saddened by the passing of Gale Irwin, a long time advocate of S gauge model railroading. He was a leader in the Inland Terminal Model RR Club, and his modular layout was displayed at various model RR shows in past years. He was a true friend to those who met and knew him. The club welcomed Jerry Porter from Grants Pass, OR. As a new member.

The Southern Tier S Gaugers and the Central New York S Gaugers: Doug and Suzy Miller of Vestal, NY threw one of their famous S picnics with attendees from the Southern Tier, Central NY, Central Jersey, Hudson River clubs or areas. The Picnic was held in a barn, the site of Doug's big Erie S layout.

Three S layouts enlivened the 21st annual Finger Lakes Railfair near Ithaca, NY in late April 2004. The Central NY S gaugers had full working loops of hi-rail track and American Flyer trains running throughout the 2-day fair, which drew nearly 2,000 attendees. Tom Canne of Cetral Square made the arrangements. Doug Miller also brought 24 feet of yard modules from his layout and was in action as well. John Marcham of Ithaca, NY manned a table with S literature, magazines, catalogs, and rolling stock and loco displays

from his Lehigh Valley layout.

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



Above - Greg McCarthy and son Michael of Camillus, NY set up an AF train at the 21st annual Finger Lakes Railfair. Below - Steve Kutash of the Connecticut S Gaugers at their modular layout at a recent event.



EXTRA BOARD

FUTURE YORK DATES

For those Yorkies who like to plan ahead, here's a list of future York TCA meets: Oct. 15-16, 2004; April 29-30, 2005; Oct. 14-15, 2005; April 21-22, 2006; Oct. 20-21, 2006; April 20-21, 2007; Oct. 19-20, 2007; April 18-19, 2008; Oct. 17-18, 2008. There are also rumors of adding an extra day.

ROLLS ROYCE IN S

Reviresco has just released two new Rolls Royce Staff Car kits in 28mm scale. These will be useful in all sorts of civilian and military scenarios. (28mm is 1/64th scale or close to it). The Rolls staff cars were used during the Great War (WWI) by both the British Army and Navy as staff cars for officers and messengers. The Army vehicles were painted earth brown, and the Navy vehicles were Battleship grey. The other car is a 1914 Rolls Silver Ghost Landaulette. Each kit consists of 24 cast metal parts. Check out www.tin-soldier.com.

- Kelvin White

MADE IN CHINA

American Flyer is now made in the same factories in China as SHS, AM and SSA (Des Plaines). Some American Models items are still produced here (USA) as well as the first 10 years of production. A few of our items are made here: coal loads, decals, the new #6 switches for code 110 wheels and roadbed come to mind. Not all Gilbert American Flyer was made in the U.S. Some track was produced in Japan.

- Don Thompson

HEART TRANSPLANT

Got an email this morning from Bob Christensen this AM telling me that Charley Taylor, official mouth-piece of the St. Louis S club, had a heart transplant of May 9th. Thought many of you would like to know. Charley, as many of you know, compiles the club col-

umn for the *S Gaugian*. By the way, Bob Christensen is married to Charley's sister, and he is a fine model builder who has helped populate Charley's hi-rail layout with some nice structures.

- Gerry Evans *Hope Charley is progressing well, ed.*

THE S SPREE '04

It seems like every year of the S scale calendar, May begins with a trip to Ohio, and we set up at the S Spree. This past weekend (April 30-May 1) saw Mike and I at a Holiday Inn east of Columbus. The traveling weather was good as the S Helper Isuzu box van made good time, and the trip only took 10 hours. Thursday saw temperatures in the '80s and the past dismal winter was just a memory. Lots of neat things to see, and as John Foley said, Ron Sebastian seemed to have the most surprises with several painted samples of his USRA Gondola (NYC, PRR, B&M come to mind). The completed Evans boxcar was also nice to see. I am happy to report that Ron expects delivery of all of his 50' boxcars this year. These are welcome additions to his Husky Stacks for those who model today. The off again, on again X-29 is also coming along with the flat end and one side completed. This car will come in several versions with two ends, three doors and several sides to be tooled. I am hoping Ron considers adding the standing seam roof to the tooling list with the original flat riveted PRR roof. For us, the show introduced our new 01295 assembled KD style (short pocket) coupler. We also had a few single and 5-car sets of ore cars there. We demonstrated the engineering sample of the NW-2 switchers with AC/DC LocoMatic Sound and had some very nice comments. Once people heard the quality and volume of sound coming out of our little switcher, the next question was: Can our previous SW9s be retro fitted with the new sound system. I regret to report that we had to have the body and frame tooling extensively modified for the

speaker and sound pcb installation. We did miss seeing our friends at River Raisin, Bill's Train Shop and American Models who usually attend. But, we were most happy to see and talk with Jerry Rivet of RSSVP Models.

- Don Thompson *Jerry is recovering from a stroke suffered last summer. He is progressing well and even showed flashes of his jovial personality, ed.*

THANKS TO THE COSG

I would like to thank the COSG (Central Ohio S Gaugers) for putting on the Spree. Getting out to this type of event is the best way to meet the manufacturers, dealers, publishers and importers as well as make new friends and visit with old ones - and spend more money than one might have intended. I hope to see all of you and your friends at the upcoming Fall S Fest.

- Chuck Porter

S IN NON-S PUBLICATIONS

- CTT May '04: Plasticville Union Station and bank kitbash article; AF mine carrier car article.
- MR July '04: Bob Werre's article on Jess Bennett's layout.

UP FILES AGAINST LIONEL

The Union Pacific Railroad filed a civil complaint on May 27 against Lionel LLC in Nebraska federal court. The railroad charges that Lionel has ignored the railroad's requests to enter into a licensing agreement to produce model trains painted for the Union Pacific.

John Brady, vice president of marketing at Lionel, said on Wednesday, June 2 that the company had no immediate comment on the filing, but would be preparing a press statement soon. Last year Union Pacific announced a licensing program in which model railroad manufacturers were required to pay the Union Pacific licensing fees to use its logo and related trademarks, both present-day and historic. Before that, model railroad manufacturers had been

freely using the trademarks.

The Union Pacific has also named Athearn, a long-time manufacturer of HO trains, in the 43 page complaint filed in Omaha, Nebraska, where the railroad is headquartered.

- Report on email by Neil Becker.



*'S' Curves
Through Chicago
2004*



**July 28 - August 1, 2004
Arlington Heights, Illinois**

S-CALENDAR

July 10-14, 2004: Puget Sound 2004, 1st NASG Regional Convention. La Quinta Inn, 1425 E. 27th St., Tacoma, WA 98421. Rooms: 800-531-5900. Aimed at having a Pacific Coast venue for S following the NMRA National Convention in Seattle. Info: Gil Hulin 541-344-6858 or email: ghulin@guardnet.com.

July 28-Aug. 1, 2004: S Curves Through Chicago, NASG Annual Convention hosted by the Des Plaines Valley S Scalpers. Chicago Sheraton Northwest, 3400 Euclid Ave., Arlington, Hts., IL 6004. www.sheraton.com/chicagonorthwest. Reservations - 847-394-2000. www.2004nasgconvention.com.

Oct. 29-31, 2004: Fall S Fest, Waukesha County Expo Center, Waukesha, WI (Milwaukee area). Roy Meissner 262-538-4325 or rmeissner@wi.rr.com. Check the website: www.trainweb.org/bsg. Room info (various motels) - 800-366-8474.

Nov. 20, 2004: Sat. Only - 1st Annual Indianapolis S Show. Carmel Lions Clubhouse, 141 East Main St., Carmel, IN 46032 (5 miles north of Indianapolis). 10 a.m to 3p.m.. Adm. and dealer tables available. Nearby layout tours Saturday eve. Earlybird dinner on Friday. Charles Malinowski (317) 566-1748 or bmry1905@yahoo.com.

2005: NASG Annual Convention, Altoona, PA - Details TBA

Bids Open for NASG Annual Conventions -- 2006 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - e-mail: leemax@jps.net

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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

more selective in choosing projects than they are now. I wouldn't have suspected though that the brass Zephyr project would end up with competition as it seemed a unique enough choice for S. I like the choice of the upcoming 2-6-6-2 brass project. Basic rolling stock is another matter and more subject to possible competition. I have long held that the X29 boxcar would make a good plastic offering, and it was rumored several years ago that Pacific Rail Shops had one on the drawing boards.

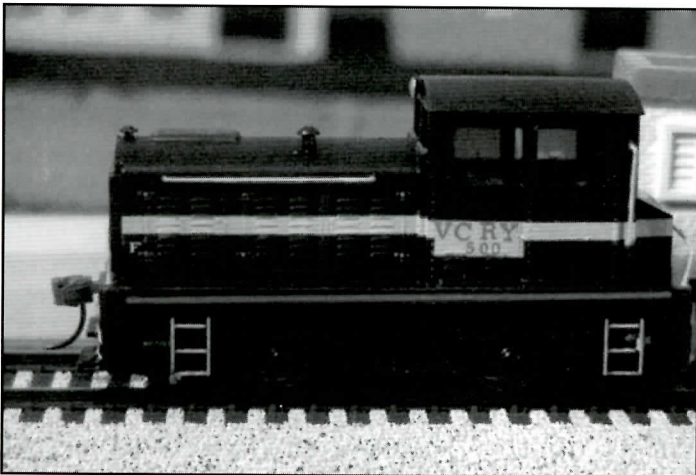
Best choices for brass - most steam, unique rolling stock, cabooses, some accessories. Best

choices for the plastic/cast mass market - universal steam locos, common diesels, most common freight rolling stock, bridges, structures, common cabooses and passenger cars.

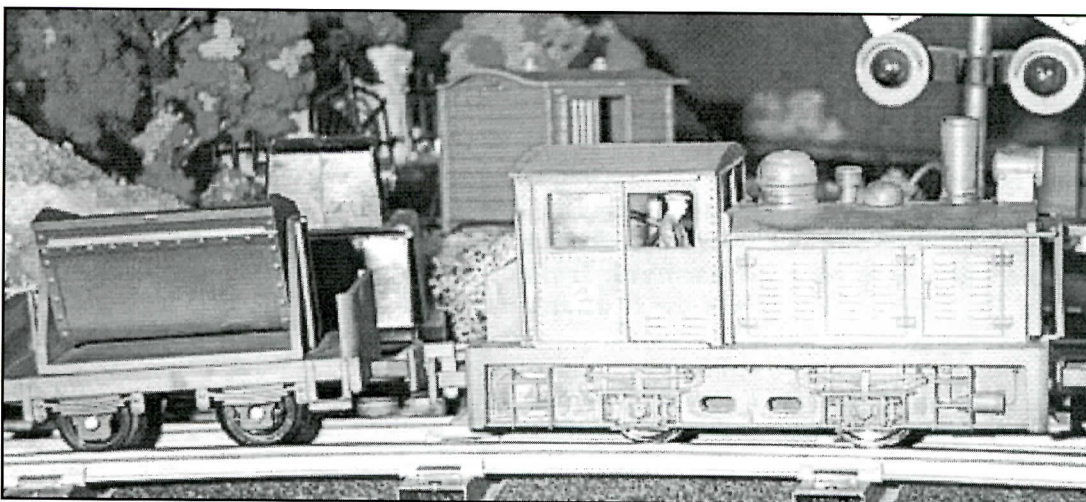
A third market we haven't really discussed here so far is the limited-run kit locos and rolling stock offered by the likes of BTS, Kaslo, Putt, S Scale Loco, etc. There will always be a limited market for these. Resin kits aren't too awful difficult to build, but the modeler must assemble, paint and decal. Kaslo and Earl Tuson are both doing work in this area, especially filling some Canadian needs. BTS is filling niche markets for East Broad Top narrow

gauge, logging items and some small steam engines. Putt and S Scale loco are offering various brass and cast steam locos and parts. There are several manufacturers who cater to the western Sn3 markets and the Maine 2 foot gauge market. All of the above fill various niches and offer a savings for the do-it-yourselfers.

In a perfect world there would be no duplication, and each modeling niche in S would be served to capacity. Of course, reality isn't always that neat and tidy, and things will inevitably get tangled now and then. Overall though, S is certainly moving in a good direction with a great variety of product.



Wayne Beachy and Steve Blancard converted Model Power HO Plymouth Industrial switchers to S critters. Wayne's at left was done by replacing the power with a Bachmann On30 trolley power chassis and changing the wheelsets to SHS F unit ones (you can use either hi-rail or scale ones he says). The Bachmann axle gear was substituted for the SHS one. He decorated his for Virginia Central. The real Virginia Central actually used two Plymouths as their primary power from the 1940s to the 1970s. Steve's (below) was on the Paul Yorke website - it still might be there. He did the same conversion, although he didn't mention the wheelsets. He added sand dome, stack, air breather, working headlight, brass bell, engineer and radiator guard. It will pull 10 Gnomy mine cars plus a bobber caboose.

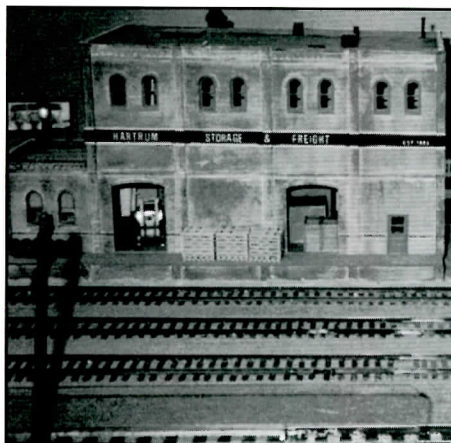


S Article in MR: I received my advanced copy of Jesse Bennett's layout feature, and I was pleased to finally see it in print. I have actually forgotten when I went there. Jesse is a fine gentleman and modeler. He has built one of the best operating layouts I have ever seen, but one of the hardest to photograph. I once asked him to back up a double-headed freight train on his S-curve trestle - no problem. Many layouts that I have worked on would have had cars flying in all directions with a move like that.

- Bob Werre



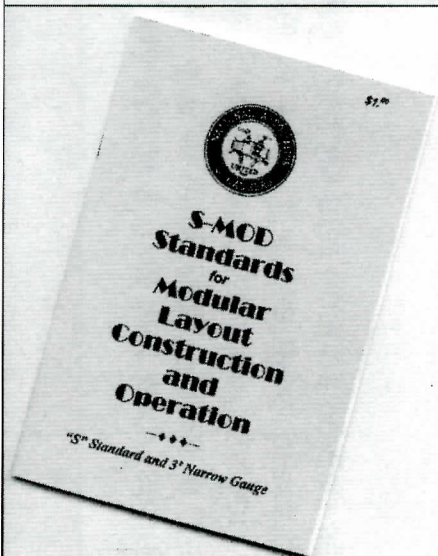
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◀ Nice warehouse from DPM HO modules on the Miami Valley S Gaugers layout at the 2004 Spring S Spree.

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LAST RUN Jan Lorenzen

Today Arleen Lorenzen called to let me know her husband Jan had unexpectedly passed away earlier in the day. For those who do not know Jan, he was the guiding force behind Locomotive Workshop. They made many S scale kits in the late 70's and early 80's. They specialized in brass etchings with soft metal detail parts. RS-1s, FA-2s, GE-44 tonners, E-7s, and a series of EMD switchers and late model hood units come to mind. He also made assembled steam engine boilers and several 40' boxcars produced in injection molded styrene and built up like an airplane kit. Over the years I have seen several of these kits built up to respectable models. He used to hold an O and S scale open house the first weekend in May (before the S Spree's was started). He also hosted an S scale picnic at his workshop during the 1979 NASG convention held with RailCon in Princeton, NJ. When he was active in our scale, he was a great source of information and would give clinics on building brass models. Although he had a stroke in the early 90's, it did not stop him from producing O scale kits. He was a friend, and will be missed.

-Don Thompson



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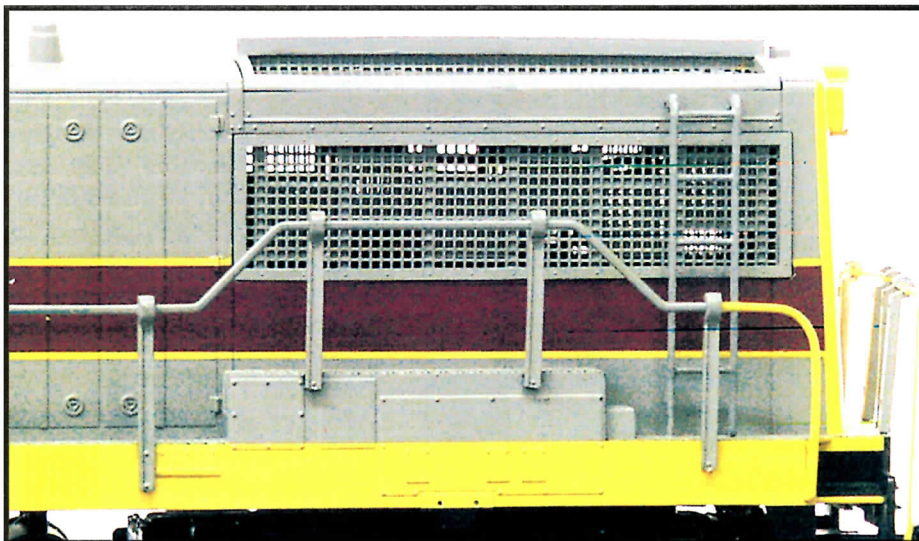
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