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DISPATCH

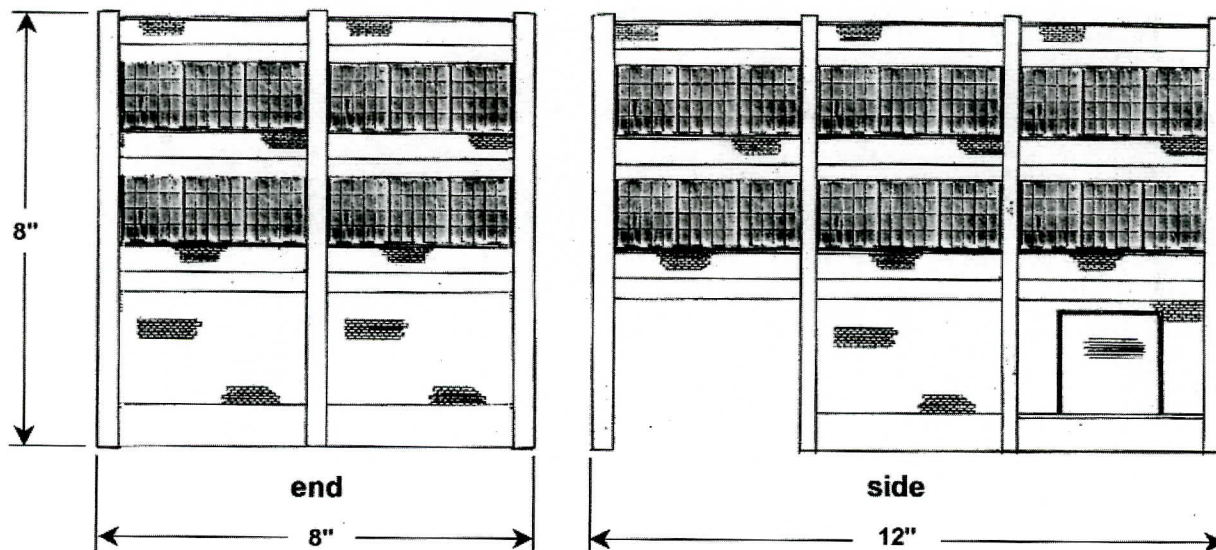


2004 Convention Coverage Inside!



All Aspects of S: Scale • Narrow Gauge • American Flyer • Hi-rail

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CONCRETE CURTAIN-WALL BUILDING
 (the “Brick Building” Kit)



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	Shipping (\$5 first kit, \$2 each addl. kit)		
	Order total:		\$

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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:

TEMPORARILY!!
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COVER: Three 2004 NASG Model Contest award winner: Top is Best of Show WP caboose by Bob Hogan; next is Andy Malette's CN Pacific; bottom is Will Holt's BN Intermodal stack car which took 1st place in the Amateur category. Bob Werre photos

ORDER BOARD

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PRESIDENT'S MESSAGE....

Chistmas Memories

I was looking at the Kalmbach website, www.trains.com and noticed a new special issue coming out entitled: *All-Star Electric Trains of the 1950s*. The magazine celebrates the "greatest decade in toy train history". It's hard to argue against that. One of the contestants for the Perles Publication Award was about American Flyer's great year in 1953. However, as usual, Lionel absolutely dominates the new issue and there was only one passing mention of AF. I looked at the illustrations of the short and fat engines and cars as well as the photos of 4 X 8 layouts dominated by that gosh-awful 3-rail track and just shook my head. As a life-long S scaler, I continue to be amazed at why we have lost out so completely to HO and 3-rail O.

I recently bought a Lionel Catalog for 1954 on Ebay. It was strictly for nostalgia, because I loved to look at all the train catalogs when I was a kid, especially as they came out at Christmas, and remembered that the Lionel catalog opened with "All the vibrant color and flashing action of real railroading..." Just for the fun of it, I got out my 1954 AF catalog so I could make comparisons. One thing that really stood out was the fact that in spite of the smaller scale, 1:64 vs 1:48, The AF engines and train sets were actually longer than their Lionel counterparts. For example, the "Berkshire" was Lionel's biggest steam engine and was 20 ft " long while the AF "Challenger" was 21 ft". The freight sets pulled by these engines cost about the same. However, the Flyer set was 77" long while the Lionel set was 68 ft " long. No wonder the AF always looked so much better than Lionel. They don't keep statistics like this, but I think that more people have gone from AF to S scale than the Lionel folks to O scale 2-rail.

I'm sure glad that my father compared the two and decided to purchase that American Flyer set so many Christmases ago and launch me into the world's greatest hobby and the world's greatest "S"cale.

S Friendly Magazines

Some time ago I rated the model railroad magazines for "S Friendliness". However, lately I've changed my opinion of *Model Railroader* (MR) vs. *Railroad Model Craftsman* (RMC). In 2004 MR had two S layout articles and there will be an S layout in the next *Great Model Railroads* (GMR), which is another Kalmbach publication. I've seen other trends. RMC is almost exclusively HO now. All you have to do is observe the contents each month. They obviously intend to sell to the choir. MR on the other hand is finally doing more to recognize the other scales. Sure HO will continue to dominate because of the numbers, but they are coming around to the other scales, too. MR now ranks above RMC in "S Friendliness" in my opinion. This is important because MR has more than twice the circulation of RMC and therefore the best venue for growing S scale. Like any organization, the NASG has to carefully consider where and how it spends its advertising dollar. Kalmbach publications remain very expensive to advertise in, but it would behoove us to at least investigate when and how to take advantage of this wonderful exposure we're now getting.

While I'm at it, don't forget my plea for S scalers to write more articles so that we can continue to get published in the general model railroad magazines. S still suffers from misconceptions by those in other scales. If we can keep preaching our message, we can dispel these ideas and help S to grow.

Long Live "Thomas"

I traveled with my son's family including my 2-year old granddaughter to the Strasburg Railroad to see and ride in trains pulled by "Thomas". I have never seen so many people there as there were easily thousands in attendance. Literally hundreds of kids were running around with engineers hats and Thomas tee-shirts. I realized that there may still be a bright future for model railroading if we can keep all those kids interested in trains. I hope that S can be there with train sets to give parents a choice when the kids graduate from Thomas.

- Roy Hoffman, NASG President



From the collection of John Wickland comes this photo by an unknown photographer. It is of a Wheeling (West Virginia) Traction open freight motor 552. John picked up several traction negatives with a collection; many are in bad shape.

RAIL MAIL

Thanks for Convention: Thanks for a good convention in Chicago this year. A lot of preparation was obvious, as the programs, clinics, displays and daily activities went smoothly. I personally look forward to meeting my friends and suppliers yearly at these conventions, and this year's was excellent. It was a sad note, however, to see the increasing number of estate sales that indicates we all are getting older with no immediate family to keep the hobby going. One con-

vention wish is to have some layout tours available on Saturday afternoon - I had to travel on Sunday and missed them this year.

- Pete Silcox, Kennesaw, GA.

Sn3 Meet Beneficial: The first time I ever saw scale buildings and details was at an Sn3 event. I bought all kinds of details because I knew I might not ever get to see them again. That is how I got an interest in S scale. I recommend their events, and I believe they (Sn3 modelers) benefit from standard S/AF events as well.

- Jim Sleeth

Continued on page 33

Jeff's Junction



Going to Meets and Shows ...

Where do I like to buy my S scale items? The answer is simple and is governed by necessity and choice - the all-S meets and conventions.

When I got into S back in '94 the S events were pretty much the only game in town if you wanted new, and especially used, S items. S-friendly hobby shops were few and far between, and still are, so if I wanted S things it was build up the kitty for the S events. This is still much the case even 10 years later. Fortunately here in the Midwest there is a Spree in the spring and the S Fests in the fall. Then for me there were the NASG conventions which have been conveniently in the Midwest the last 3 years. I have attended all the other NASG conventions as well since 1994. These then are the venues where I have purchased probably 90% of my S rolling stock, locos, parts, track, structures, etc.

The exceptions were a few items ordered by dealers (although the orders were often placed at the meets), purchases at an Sn3 convention, a few purchases at hobby shops, a few items at an NMRA Train Show, and a purchase or two from Scenery Unlimited's catalog.

The west coast, remote Canada, Rocky Mountain region, south and southeast have less opportunities because most consistent annual all-S events are concentrated in the upper Midwest and the northeast. The Pacific coast region has been improving as of late with some all-S events occurring in recent years. Besides being able to physically view and purchase products at all-S events, there is a bonus to being there and that is the "family reunion" atmosphere that is hard to beat.

But, as S and the number of dealers/manufacturers grows are these events beginning to lose some appeal? Perhaps so due to several factors such as fuel costs, lodging expenses, the economy in general, public transportation hassles (post 911) and for dealers - there might now be just too many events.

The latter poses a particular problem for dealers and manufacturers who must travel some distance to peddle their wares. Some former regulars now skip an S-event or two each year due to the reasons mentioned. Can a small manufacturer such as S Scale Loco & Supply have the time and money to be able to go to a convention, Fall S Fest, Spring Spree, Jersey Get-Together, S-West, etc., all in one year? And this year we even had the Puget Sound regional convention and will have a meet in Indianapolis.

For the larger dealers you can add the TCA convention, NMRA convention, two York TCA shows, Milwaukee's Trainfest, the Springfield show and the Timonium shows, etc., etc. And several manufacturers are involved in multi-scales such as American Model Builders, BTS, Banta, Kaslo, Pine Canyon, etc. Events and product variety pulls them in many directions.

Thus, some dealers and manufacturers are opting to pick and choose events to attend based on geography, time and expense. I can't blame them, but you can often hear an attendee whining about so and so who didn't show up.

One solution here might be for some larger dealers and manufacturers to engage a proxy to handle some of their items - this should boost sales and enable products to be at the events without the owners needing to be there physically. A basic stock of key and/or new items plus handouts could be shipped to proxy vendors with some sort of commission, expenses taken care of. The proxy system isn't that necessary

continued on page 38

NEW PRODUCTS REPORT

By Jeff Madden

ALLEGHENY MODELS (1410 Pembrige, Cincinnati, OH 45255 - 513-474-3848) had a new laser kit combo available at the NASG convention. For \$60 you can get a C&O section house, outhouse and motor car house. Coming soon are 24" and 18" diameter S/Sn3 scale turntable bridge and pit. Prices TBA.

AMERICAN MODELS (www.americanmodels.com) has some new 3-bay transition-era coal hoppers available now in several road names including B&O, CN, CP, MP, ATSF, C&O, CNW, Erie, NKP, NYC, Peabody, Reading (Blue Coal), Rock Island and SP. These are \$37.95 each RTR. Hoppers are available in 4 road names each. Coal loads are available from AM at \$3.95 each. These and some new gondola covers were seen at the NASG convention. The plastic (simulated steel) covers come in 2 reddish colors, silver, black and undec. for \$9.95 each. A gondola with the cover is \$39.95. Coming are "sound" gons for your diesels. Also, some new paint schemes on AM's ACF 50'6" modern boxcars - NS (brown), Soo Line (white), RI (white), RI (blue), and CSX (blue).

BERKSHIRE JUNCTION (P.O. Box 205, Adams, MA 01220, 413-743-3960, www.berkshirejunction.com) was a newcomer manufacturer spotted at the NASG convention. They basically have a lot of electronic gizmos for use in multi scales such as a 3-way switch matrix, an arc welder, an automatic reversing loop relay, train detectors, occupancy detection photo cell, turntable motor system and so on. Specifically for S are flashing crossbucks. A deluxe version includes photo cell or infrared activation, two lighted crossbucks and the flashing unit

for \$49.95. There are also some lighted traffic lights - 2 poles for \$27.50 and 4-way hanging traffic lights for \$61.25 (3-way directional is \$51.25).

CORGI (your local discount store). Spotted at a Target store were die-cast 1/64 modern military Humvees, Abrams tank and Bradley Fighting Vehicles. There are also sets of U.S. military figures supposedly at 1/64 scale, but they look a might small. Prices are reasonable and this could be a way to set up a modern military scene. Vehicle flatcar loads would be obvious.

DES PLAINES HOBBIES (www.desplainseshobbies.com) just received some new road names for the 40' USRA gondolas - B&M, C&O and PRR, this is on top of the CNW, CB&Q and NYC ones received earlier - \$44.98 each. The coal porters have also been received in BNSF - \$44.98 each, 12 numbers available. Coming soon - a 2nd paint scheme for the 53' modern Evans boxcar (the first was the C&NW NASG convention car).

DIE-CAST PROMOTIONS (800-249-5440 or fields@monaco-coach.com) has a 1/64 modern Monaco Motor coach series (RV) available to dress up your high-ways of your modern layout. These are highly detailed cast metal with the center roof being removeable.

HUNTERLINE QUALITY CRAFTSMAN KITS (1072 Riverbank, Dr., Cambridge, Ontario N3H 4R6) showed a multi-scale line of kits for timber bridges, tunnel portals and retaining walls at Seattle's National Train Show in July of 2004. On display in S were an 81' long 28'

high timber trestle, a 30' Kingpost bridge, a 50' Queenpost bridge, a single-track timber tunnel portal, and a pair of timber retaining walls that mate with the portal. The bridge kits are basswood with sugar-pine ties and nut-bolt washer castings. The two small bridge kits also include steel rod and a proper-size drill bit. The portal and wall kits are all basswood. All kits include full-scale templates and step-by-step instructions. Prices range from \$10 U.S./ \$12 Canadian for the portal to \$40 U.S./\$52 Canadian for the trestle. Canadian residents add 7% GST, Ontario residents 8% PST. S&H extra. Thanks to Kick Karnes for this info.

LIONEL LLC (www.lionel.com) has some new items for AF shown in their 2004 catalog 2. For starters Lionel is reintroducing a revamped black Dockside 0-6-0T in B&O and SF lettering. Besides that surprise there will be an SF PA B unit and SF fluted baggage and dome cars. The Christmas cars this year will be a green and silver boxcar and a pair of hoppers called naughty and nice - one with a coal load and one with presents. Other new freight cars include a Hood's Milk car (flat with containers), Nesquik Milk car (ditto), Pluto boxcar, Winnie the Pooh boxcar.

MODEL RAILROAD WAREHOUSE (P.O. Box 411, Roanoke, IN 46783 - www.mmwarehouse.com) is beginning to offer some Bristol board structure kits at very reasonable prices. *Model Railroad News* reported that S scale kits are coming, but only other scales available now. These kits can be upgraded by adding window and door castings. A barn, brick enginehouse and freight station were shown in MRN. Prices for S kits would

probably be in the \$10-15 range.

NJ INTERNATIONAL

(516-922-0010 - www.njinternational.com) has S scale lighted switchstands, crossbucks and crossing gates available. There are 5 different switchstand styles at \$13.99 each. Crossbucks with LEDs in both directions are \$39.95 a pair. Crossing gates with LEDs in both directions on the crossbucks and moveable but non-activating gates are \$49.95 a pair (red and white or black and white arms). Static signs in S are \$12.99 a pair. You can order crossbucks, stop signs or RR warning (round) signs.

PINE CANYON SCALE MODELS (www.pinecanyonscalemodels.com) has a Back Alley Number 2 resin kit out. This is a factory/warehouse type series of modules which extends 29 inches. Or you can split it into 2 sections - one tall at 11-1/4" x 9" high and a lower wall at 11 plus inches long and 6" high. A freight platform is included for the lower wall section. Price is \$99. Check their website for any discontinued S items or ones in short supply.

PUTT TRAINS (P.O. Box 463, Orwell, OH 44076 - www.putttrains.com) is now taking orders

on the Mogul 2-6-0. The revamped Rex loco is available as a kit or RTR. The AC hi-rail version RTR is \$405; DC hi-rail or scale \$375; DC kit \$230. Add \$20 for smoke unit and \$25 for valve gear. At the convention Terry also showed an 0-6-0 with smaller drivers and a single truck trolley work car. Prices for the work car are \$88.95 each.

RACING CHAMPIONS (www.racingchampion.com) has acquired the Johnny Lightning Line of die-cast cars. They also owns Ertl.

SHS (77 Cliffwood Ave., Suite 7C, Cliffwood, NJ 07721) showed some new reefer schemes at the NASG convention - Merchants Biscuit Co., Our Mothers Cocoa, Carnation Milk and Great Falls Beer.

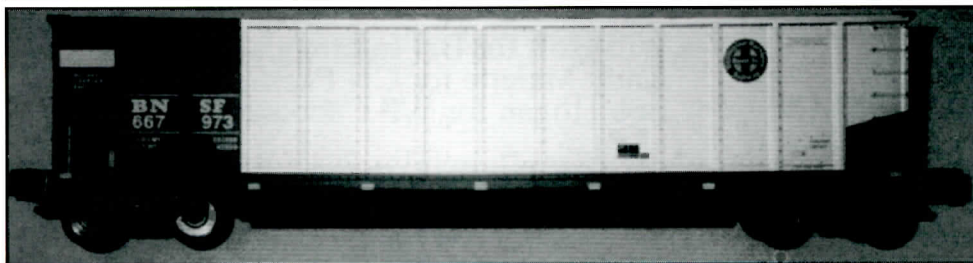
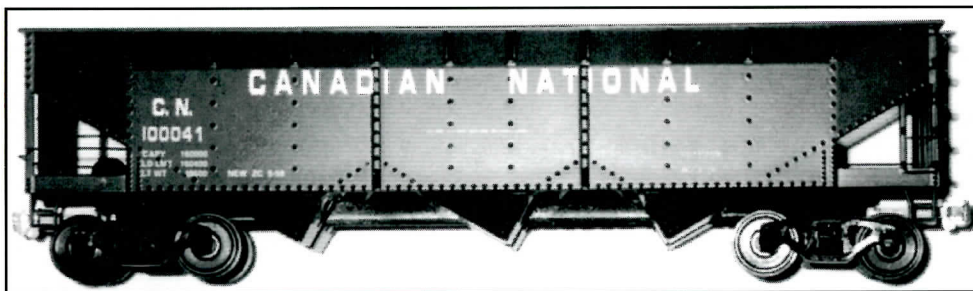
S'nS TRAINS (208-376-1159 - www.s-scaletrains.com/s-n-s/) has a track power operated track cleaning car. It uses a rotating disk that has a Scotch Brite pad attached via Velcro. It is easily replaced when worn out. Two different styles available: send in any Gilbert or LTI gondola, and S'nS will outfit it with the mechanism. Trucks are replaced with SHS power trucks. The track cleaner is available with

AF compatible couplers or scale. It is also available with scale or hi-rail wheel sets. \$90 if you send in gondola, or \$120 on a new SHS flat car.

SOUTHWIND MODELS (P.O. Box 3175 Plant City, FL 33563 - 813-752-1636 - jpadget4@tampabay.rr.com) is working with Cryer Gray (John Botten) on the 0-6-0 project. SouthWind needs a minimum of 35 confirmed reservations on SP and UP 0-6-0s in order to add these to the models Cryer Gray has already planned. An advertising Flyer should come soon. The SP versions will be the S-12s with short Vanderbilt or sausage oil tender; S-14 with short clear vision tender and S-14 T&NO versions with different tenders. An unpainted version DCC ready is \$1079; painted and lettered DCC is \$1169.00 before delivery and after for \$1279.00. \$350 deposit for each model required. Production will depend on getting enough orders. SouthWind is seeking interest in 2-8-8-4 Yellowstones (DM&IR and NP versions) and SP AC-9.

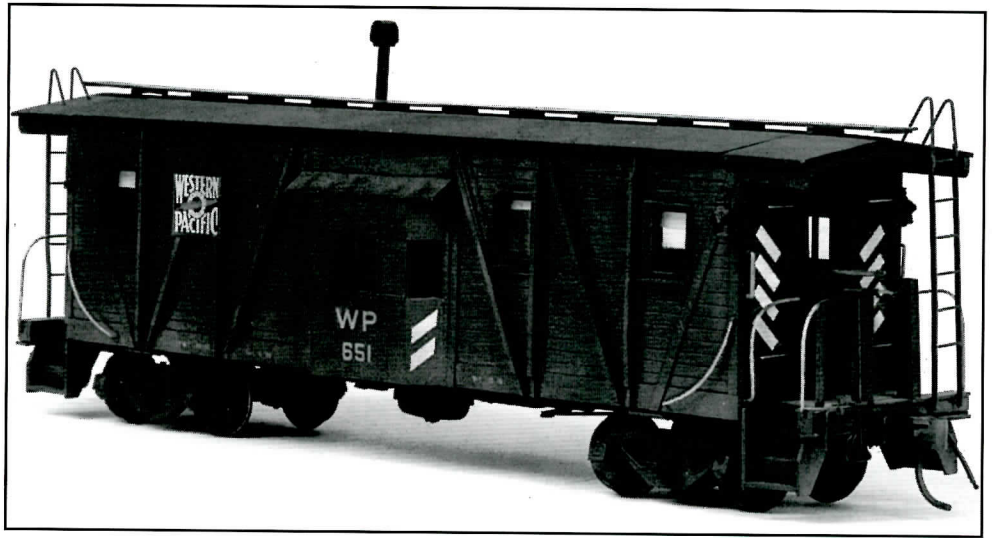
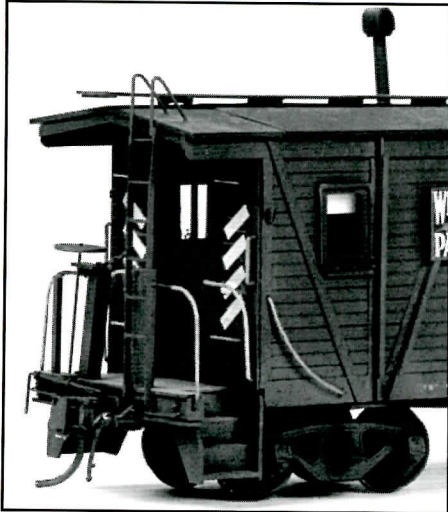
TOMALCO (128 Conifer Ln., Hurley, NY 12443) is now taking orders for code 83 S flextrack. Ties will be the same as the code 100 track. Stock is expected by the time you read this.

TRAINSTUFF (5929 Lakeview Rd., Larsen, WI 54947 - www.trainstuffllc.com) had some new resin cast structures on hand at the NASG convention. On display was the Ghostport Freight Station (based on brick run-through Monon Gosport one, \$89.95; Wesle's Woolen Mill, \$89.95; Cincinnati Terminal (arched) building front - with windows, \$42.95; without windows, \$27.95. They also showed an art Deco parking for \$119.95 and some 4 and 5 story factory walls.



Top - American Models new 3-bay hopper - 14 different paint schemes with 4 numbers each. **Below** - is Des Plaines Hobbies' Coal Porter in BNSF scheme - 12 different numbers - \$44.98 each.

BEST OF SHOW



Bob Hogan's 1st place Master Craftsman Class and Best of Show WP caboose.
Photos by Bob Werre

NASG CONTEST AWARDS - 2004

AMATEUR

Will Holt	Freight	BN Intermodal	K&C	1st
W.P. Silcox	Freight	CofG AF hopper	K&C	2nd
Dick Lind	Freight	CB&Q box	K&C	3rd
John Griffin	Freight	PRS cov'd hopper	K&C	HM

Rich Gajnak	Pass.	Freelance Combine	K&C	1st
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Doug Evans	Diesel	SOO pass. GP9	K&C	1st
Rich Gajnak	Diesel	IC GP9	K&C	2nd

CRAFTSMAN CLASS

Wally Collins	Freight	Pickle car	K&C	2nd
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Danny Click	Diesel	GM Demo SD60	K&C	2nd
Tom Lennon	Diesel	CNW RS 36	K&C	3rd

Andy Malette	Steam	CN Pacific		1st
Michael Eldridge	Steam	NG Shay		2nd

MASTER CRAFTSMAN

Bob Werre	Diorama	Milw. Rd. Enginehouse		1st
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Hiram Graves	Diesel	B&M BL2		1st
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Bob Hogan	Freight	WP Caboose		1st
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BEST IN AMATEUR:

Will Holt for BN Intermodal car

BEST IN CRAFTSMAN:

Andy Malette for CN Pacific

BEST IN MASTER CRAFTSMAN:

Bob Hogan for WP Caboose

BEST IN SHOW:

Western Pacific Caboose - Bob Hogan

Local Contest Coordinator: Dave Fron of the Des Plaines Valley S Scalers

Judges: Bill Leider, Dave West, and ? (NASG Contest Chairman Jim Whipple assisted as well).-----

NASG 2004 CONVENTION REPORT

Overview: There was a bit of apprehension prior to the NASG 2004 convention in the Chicago area due to being located not too far from last year's convention geographically plus the Puget Sound Regional convention occurring just a few weeks prior. Once things got underway, the apprehension quickly disappeared. The dealer hall was packed, there seemed to be a steady stream of buyers, the tours went well, and registration, although not spectacular, was solid at 300 plus..

The host Sheraton Hotel even had a great big S on top of the hotel exterior - "just for us" - yuk, yuk. Nearby Des Plaines Hobby Shop drew lots of conventioners, and Ron had lots of S bargains for them. What did I buy there? Well I managed to spring for two freight cars, some Grandt Line doors and two O scale magazines - I just like reading them for S ideas.

As a bonus, the A.C. Gilbert Heritage Society had their own event in some lower level rooms and held their convention in conjunction with the NASG one. NASG attendees had free access to visit the mostly non-train Gilbert displays such as fans, milk shake blenders and lots of Erector - really some neat stuff. Andy Juggle was the main instigator and coordinator of this event.

Tours: There were tours almost every day, and they seemed to be particularly popular with out-of-towners. These included the Science & Industry Museum, the Illinois Railway Museum and the river cruise in downtown Chicago. My wife enjoyed the Long Grove Tour on Saturday.

Trade Room: The trade area - open most of Friday and Saturday, was full with dealers plus a bit of overflow in a hallway. The NASG layout, Clearing House and a small steel mill layout in progress shared the space with a few dealers. Ken Zieska has some good comments on the dealer hall: "I don't know much about American Models' new 3-bay coal hoppers, But the thing that caught my eye was a cover for their gondola. I can see getting a few of these to cover gondolas carrying steel to my metals distribution center. The convention was the first 'en mass' introduction of the SHS ore car. The detail on that is unmatched by any ore car in any scale. On the structure side, Trainstuff had their new warehouse, BTS had full tables of neat things, Twin Whistle products were there, and ... "

New things I spotted were several; Des Plaines freight cars - Gondola, C&NW (convention car) Evans boxcars, Milwaukee peek-a-boo gons, and a painted Coal Porter. Berkshire Junction was a new vendor to an S event and had a line of electronic gizmos and lighted



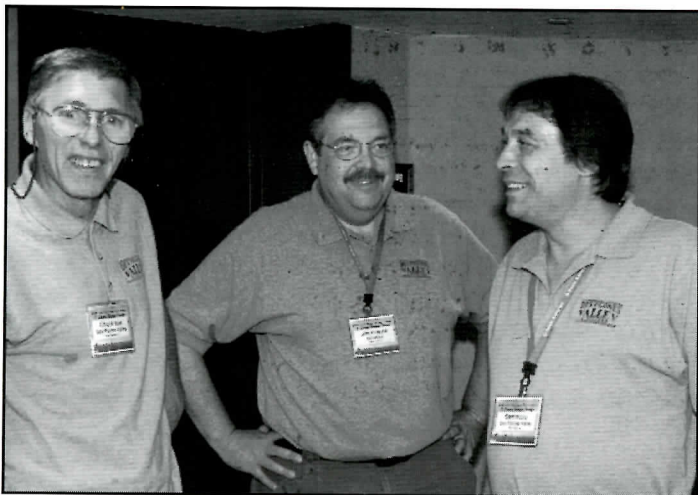
Yes, the hotel put up a special sign for the NASG!!

Photo Jeff madden



CHASM modular layout in the hotel and (below) Jim Kindraka really liked this exhibit at the Museum of Science and Industry. *Photos - Bob Werre*

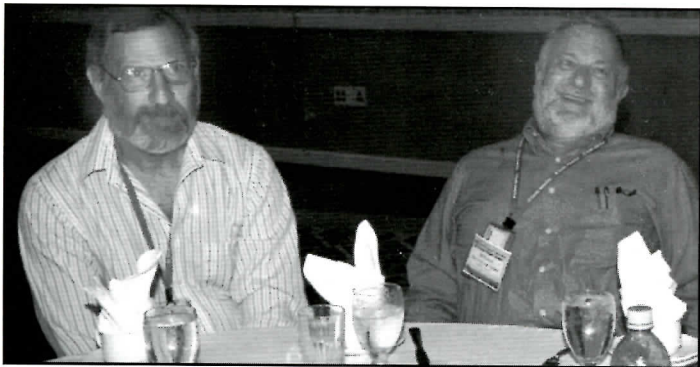




A few of the host crew: L to R - Chuck West, Jim Kindraka, and Sam McCoy. Photos Bob Werre



The BOT in operation. Top - L to R: John Foley, Bill Fuhrman. Bottom L to R: Mike Shea, Alan Evans and Dick Karnes. John and Alan were proxies for absentees Gil Hulin and Roy Hoffman.



Joel Lebovitz and Will Holt at the banquet.

crossing signals. Besides the ore cars, SHS had some new reefer paint schemes on hand.

Joe Taylor had a lot of fun gradually reducing prices on many items on Saturday. Barb Seltzer's items from her late husband's estate went well all through the show. Des Plaines had lots of sale rolling stock they dragged over from their store. Andy Malette displayed parts samples of his brass locos. The new all-S Scenery Unlimited catalog made its debut at the trade show. The CHASM (hi-rail) and CLANG narrow gauge layouts in the main hall gave all a venue to watch trains run. Outside the hall was a small steel mill layout in progress made by Dave Alley and the NASG switching layout. It was hard to pass by the shiny items at the River Raisin and SouthWind booths."

BOT and Annual Business Meetings: The highlights of these meetings principally were information about upcoming conventions, the establishment of an estate program, and the decision to not sponsor any more regional conventions - at least for now. See detailed reports this issue. Plans are underway for the Altoona Convention next summer from July 26-30. It's back to the "Curve" for the 10th anniversary of the previous convention there. For 2006, the convention proposal by the Southeast Michigan Club to host in Pontiac, Michigan, from Aug. 2-6 of that year was approved.

Clinics: Several clinics by S notables were well received. Presentors were Richard Bendever, Ken Zieska, Terry Harrison, Dick Karnes, John Kalin and Dayna Williamson. The topics included DCC, weathering, turnout construction, resin kit construction, laser kit construction and yard design. Dody Stevens had several ladies attend her bead clinic.

Banquet and Awards: The banquet consisted of a fine buffet and presentation of awards. Convention chair Sam McCoy was the MC. Besides the contest awards there were the annual NASG and other special awards. Chuck West, one of the key convention organizers for the Des Plaines Valley S Scalpers, received a special recognition award, a J&L brass tank car. The Josh Seltzer Memorial Award for best S website was presented by Barb Seltzer to Craig O'Connell. Bill Fuhrman accepted the award in Craig's stead. Barb said she was pleased that her husband's name will be remembered. Bill Fuhrman then presented the Bill Krause Memorial Award for the club that promotes all aspects of S to the Badgerland S Gaugers. Since I was the only Badgerlander at the banquet, I accepted for our club. The Perles Publication Award went to Roger Carp (*Classic Toy Trains*) for his article on Lee McCarty's layout in the Nov. 2003 issue of *CTT*. Honorable Mention for the Perles Award went to Paul Scoles for his layout article in the Jan-Feb. issue of the

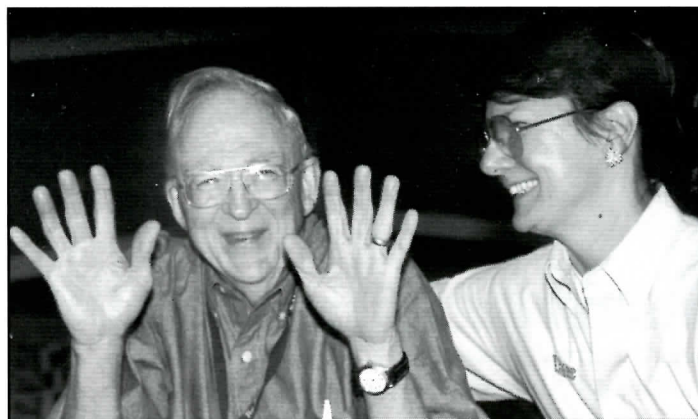
Narrow Gauge and Shortline Gazette. The Charles Sandersfeld Award for S Manufacturer of the Year went to Trainstuff LLC. And finally, the Bernie Thomas Memorial Award for S scale promotion went appropriately to the NASG Promotions Chairman John Foley. He was greeted with a standing ovation.

During the lively auction that followed, auctioneer Jamie Bothwell stated that the award must have affected John, because he was the high bidder on a necktie.

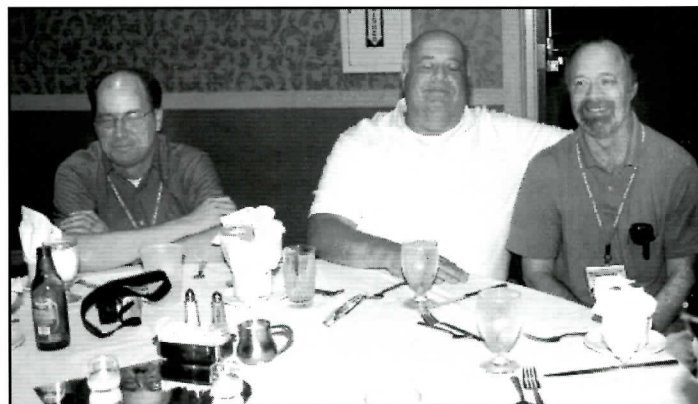
Model Contest: There were a number of quality entries in the contest this year including locos, rolling stock, structures and dioramas. Dave Fron was the coordinator and was assisted by Jim Whipple (NASG Contest Chairman).

Layout Tours: The layout tours were all on your own on Sunday. I had seen several of the layouts at a previous Fall S Fest so I opted to see a couple I hadn't seen before. First stop was Chuck West's scale base-ment layout. Lots of nice big locos and DCC. You are handed a throttle if you have a mind to - I did. Then it was out to the west suburb near Geneva where I visited Roy Kell's modest sized Sn3 RGS layout. This layout was extremely well scenicked. I was surprised to see Sn3 Minnesotan Joe Herrick there - it seems they were fellow modelers in the Twin Cities when Roy lived there.

Feedback and Convention Tales: Overhead wire fan Thorin Marty had some comments on the convention which I'll excerpt here: "Wednesday's tour was to the Illinois Railway Museum. I got to ride an Edison GE steeplecab. I got to see Charle City Western 300. This McGuire-Cummings 30-ton steeplecab is being



Diane Wade tells Tom Robinson that it's ladies first at the banquet buffet.

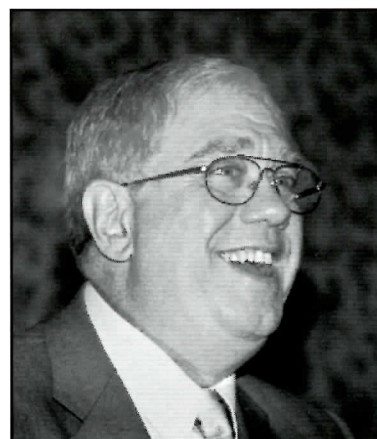


Above - "We're stuffed, it's time for a nap." Below - Chuck West accepts special car for efforts.



Gregg Miller promotes the next NASG Annual event which will be in his home town of Altoona, PA. I hear there are a few trains to watch there.

Photos - Bob Werre



Convention Chair Sam McCoy announces dinner - and ladies first.



Barb Seltzer presents the Josh Seltzer Website Award to Craig O'Connell as John Foley looks on.



Yours truly accepts the Bill Krause Memorial Award from Bill Fuhrman on behalf of the Badgerland S Gaugers. The Connecticut S Gaugers sponsor the award.

Photos - Bob Werre



Above - Tom Nimelli presents the "popular model award to Bob Hogan. Below - John Foley receives the Bernie Thomas award from Lee Johnson.



rebuilt. I gathered some good information for my book. Des Plaines Hobbies was a mad house that evening. It was totally overrun with S gaugers. The good stuff was flying off the shelves. Thursday was spent at the Museum of Science and Industry. It was nice to see the rebuilt Pioneer Zephyr. The huge "new" HO layout is nice, but alas, not S. Dick Karnes noticed the Boeing 727 attached to a balcony (Dick worked for Boeing). He remembered working on its development. Friday was the river/lake tour for building architecture. The announcer on the boat had a story for almost every building. It was a nice trip up the Chicago River and into Lake Michigan. Back at the trade show... Jeff Madden informed me that there had been two electrics for sale that morning, but they were both gone.... (later) There it was - behind the sign on Bill Lane's table was a home-made PRR P5a! It was crude. The mechanism is an AF Pacific complete with side rods. The side frames are mounted to the chassis outside the rods. It doesn't have any headlights. Yet it can't be anything but a P5a. After several bids, Bill relinquished.

Convention Help: This was gleaned from the convention program. Will Holt made the floor plan drawing - several times. Jon Couch built the Banta Junction Freight kit for display. John Griffin set up the Sunday layout tours. Chuck West provided meeting space. Sam McCoy did paperwork. Security was provided by Mike Mitzefeld and Dave Cremen. Jon Couch and Ed Goldin helped exhibitors set up. Dave Fron handled the model contest. Alan Zielinski was taking lots of digital photos. Kathleen Sebastian, Tracy Mays and Kelly Holt manned the registration tables. Also thanks to the following for advice: Ron Sebastian, Don Heimbürger, Jim Kindraka, Andy Jugle, Bill Wade and Will Holt.

Plusses:

1. Well organized
2. Air-Conditioned busses for tours
3. Tours were well attended even though early in the week.
4. Trade room was full
5. Des Plaines Hobby Shop proved popular
6. Hotel was spacious
7. Catered sandwiches and pizza during lunchtimes made it convenient for folks in the trade area.
8. The A.C. Gilbert Heritage Society had a convention at the same time in the hotel. Our registrations got us in and vicee versee.
9. The banquet awards moved along quickly.
10. Ladies were first to hit the buffet - a neat touch.

Minuses:

1. Almost all layout tours were on Sunday and self-drive, eliminating some who had to travel.
2. Our president was not able to attend due to heart surgery.
3. Website was not kept up to date earlier in the year.

REPORTS FROM THE PUGET SOUND 2004 REGIONAL

In an unusual move the BOT in 2003 approved a Regional Convention to follow the NMRA Convention in July of this year. Actual registration wasn't very big - 43, but the Chicago convention and travel distance I'm sure diluted the count. Following are a few comments from individuals who attended or helped with the event:

Just wanted to say thanks to all of you that attended the Puget sound 2004 NASG Regional Convention. Your attendance made it one of the best conventions I have ever been to. The staff at the La Quinta Inn were very good at providing what we needed, and I hope everyone had as good a time as I did. It was great to be in Seattle to see the Lookout Junction Railroad and meet the people responsible for such a fun display of trains. Also, it was good to be able to renew old acquaintances and put faces with names I see on the lists.

I want to thank Lee and Joe and the rest of the crew that helped with the BASS layout. I know what a big job that is to tear down and set up again in just a matter of hours. I especially want to thank Dick Karnes, Paul Scoles, Brian Ellerby, Art Knoles and the other layout owners who took their time to invite us to their homes after doing this all week with the NMRA convention. Your hospitality was much appreciated.

I also want to thank the dealers who took the time to set up in the display rooms at the hotel. While I came away a lot lighter in the wallet, it was fun to see all of the things available and do a little dreaming.

- Bob Boring

Gil Hulin and Nancy/Jerry Hildenbrand, with lots of help from Washington, Oregon and California S-heads, put on a really class act regional meeting. While the majority of the attendees were from the nearby locale (almost anywhere west of the Mississippi), folks were there from Illinois and Michigan. There was never a dull moment - three train rides, one boat cruise, layout tours, a tour of a train repair facility, a great swap meet, lots of picnics, and, of course, the National Train Show all combined to keep the troops busy from start to finish. I, for one, was pooped-out at the concluding banquet. What was most appreciated was that not one event or excursion was late, screwed up or misdirected. Everything went off like clockwork. Hats off to Gil, Nancy and Jerry for a job well done.

- Gerry Evans

S at the NMRA National Train Show - a report by John Eichmann on the National Train Show in Seattle: The Rocky Mountain Hi-Railers from boise and the Bay Area S Scalpers from California represent-



Don Miholovich, Greater Seattle S Gaugers, and Joe Visintine, Bay Area S Scalpers, operating the BASS layout at the National Train Show.

ed S clubs at the show. As our names indicate, we respectively displayed both S hi-rail and S scale layouts.

The RMHR left Boise early Wednesday morning (July 7) for the 500-mile trip arriving with our convoy almost ten hours later to unload at the Seahawks Exhibition Center in downtown Seattle. Fortunately, Lookout Junction survived pretty-well intact, despite the high winds we encountered in central Washington.

Thursday was the day for setup. Don Thompson from SHS was located right across the aisle from us, along with Ron Sebastian of Des Plaines Hobbies, and S'nS Trains was over in the next aisle. The BASS (Bay Area S Scalpers) put up their layout very near to ours. Bill Wade from BTS was a little farther away. While we were setting up, we listened to the horn blasts rolling



Wally Langille, Rick Emerson and Rich Gillett operate Lookout Junction at the National Train Show in Seattle. Lookout Junction also did duty as the NASG information layout at the NTS.

Photos - John Eichmann



The Rocky Mountain Hi-Railers crew at the National Trains Show, Seattle, pose after loading the trailer for the return trip to Idaho. *L to R kneeling:* John Eichmann, Rich Gillett, Kelly Lloyd, Rick Emerson; *Standing L to R:* Greg Bolton, Al Hayden, Kris Stenzel, Charlie Stenzel, Shane Jibben, Barb Shibben, JoAnne Langille, Wally Langille.
Photo - John Eichmann's mystery photographer

through the building from the 1:1 trains arriving and departing on the rails right outside the loading doors. That set the mood.

Thursday evening a bunch of us met for dinner and social time at Andy's Diner, a collection of rail cars all hooked together into a restaurant. Thanks to Dick Karnes, NASG Executive VP, for recommending it. The S folks were given exclusive use of the Presidential Car, which was FDR's private rail car. Many of us discovered Alaska Amber (smooth) that evening. Among those gathering were RMHRs Charlie and Kris Stenzel, Rick and Lindsay Emerson, Kelly Lloyd, Greg Bolton, Wally and JoAnne Langille, John Eichmann, Steve Blackburn and Sam Rapp. Also in attendance were BASS members Lee Johnson and Joe Visintine, Seattle S Gauger Don Miholovich, John Verser of Pacific Rail Shops, Don Matthies of NorCal Trains and Dick Karnes. We swapped stories - mostly true - about our involvement in S.

The show began Friday, July 9. Most of us discovered the fellows at Toy Train Heaven, which was selling AF

20-50% off. You never saw so many \$15 Atlantics go so quickly. They had a whole bunch of them, along with lots of other vintage Gilbert and Lionel AF, and we made some good deals. NorCal Trains also had a bunch of Flyer on sale.

Don Thompson was displaying his gorgeous little ore cars. We were quite honored to be in such close proximity to the Showcase booth. When audiences would comment favorably about our SHS stuff, we'd just point to Don and them to go meet the manufacturer himself.

Paul and Sue Yorke dropped by Lookout Junction, as did Jaques Olivier, Gil Hulin, Howard Sheffield, Bob Boring, Jerry and Nancy Hildnbrand, Bruce Renshaw, Don Osborne, and Edward G. from Canada TTOS - many others of course.

We displayed for three days and made a lot of friends for S. Many of the 15,000 plus attendees thanked us for providing so much fun for the youngsters - with all our buttons and operating accessories. As usual, the mailbag pickup was the favorite accessory, and we got

a kick out of watching the faces in the crowds as they expressed astonishment and delight each time the mailcar made its exchange. Retired school teacher JoAnne got to explain the history behind rail mail to the kids as she replaced the bags on the stand. Unfortunately, our double crossing on the lower level saw way too many crashes (that's where Lookout Junction got its name), but no damage was done, and the audiences loved it. We set up the NASG banner at our literature table next to the layout and gave away quite a few pounds of S paper over the weekend.

Our club operated in shifts, so members had the opportunity to do some sight-seeing around Seattle. The Museum of Flight at Boeing Field, an October-class Russian sub, the Space Needle, and the new Sci-Fi Museum were all visited.

It was tiring, but so much fun, and we were proud to show the S colors. Most of us packed up and headed back to Boise Monday morning, just as the NASG Western Regional was getting into full swing down the road in Tacoma.

- John Eichmann, Coordinator Rocky Mountain Hi-Railers.

Next Up: It's back to Altoona for 2005 for "S Climbs

the Alleghenies" which is the theme for the NASG Annual Convention on July 26-July 30. Check out www.amtma.org.



On behalf of the Rocky Mountain Hi-Railers, John Eichmann accepts a gift of appreciation from Don Thompson, SHS.

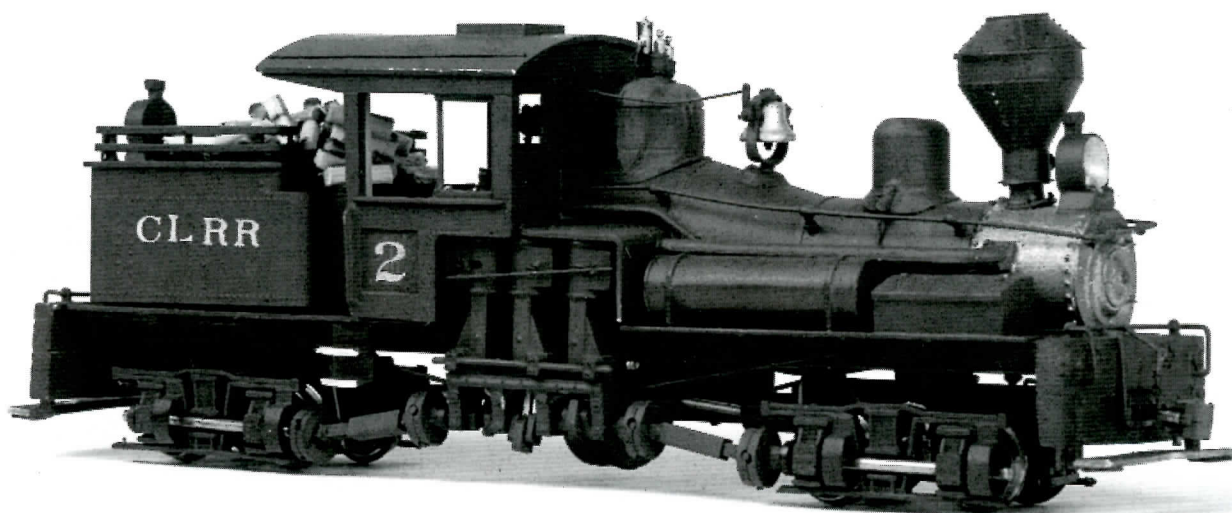


S Gaugers from Idaho, Washington, Oregon and California meet for dinner in FDR's private rail car at Andy's Diner during the National Train Show, July 8, 2004, in Seattle, Washington. Left to right: Joe Visintine, Charlie Stenzel, Kris Stenzel, Lindsay Emerson, Rick Emerson, Dick Karnes, Greg Bolton, Steve Blackburn, John Eichmann, Don Miholovich, John Verser, Sam Rapp, Wally Langille, JoAnne Langille, Kelly Lloyd, Lee Johnson.

Photo - John Eichmann



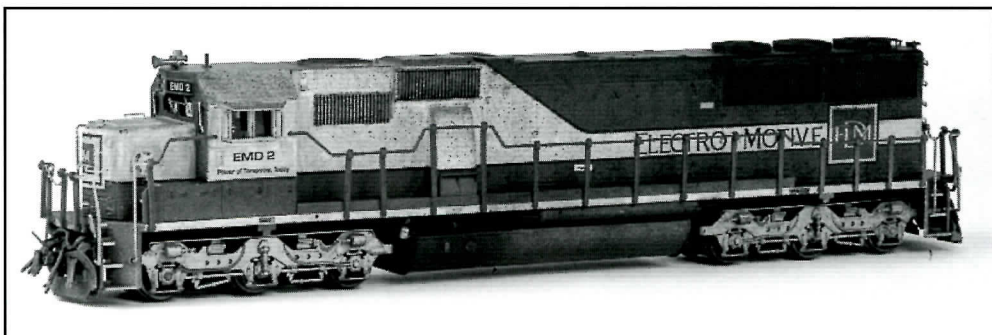
CONTEST WINNERS



Top - Rich Gajnak received a 1st place in the Amateur kit and converted category for this freelance combine. *Next* - Michael Eldridge received a second place steam in the craftsman category for this two-truck Shay. *Below* - A SOO passenger Geep was a first place winner in the kit and converted Amateur class for Doug Evans.

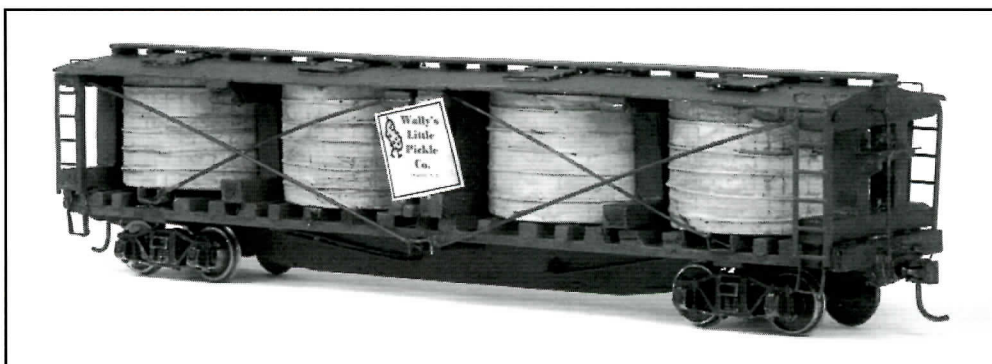


EMD Demonstrator SD60 garners 2nd place finish in the Craftsman class for Danny Click.



Alco RS 36 by Tom Lennon was 3rd place in the Craftsman class.

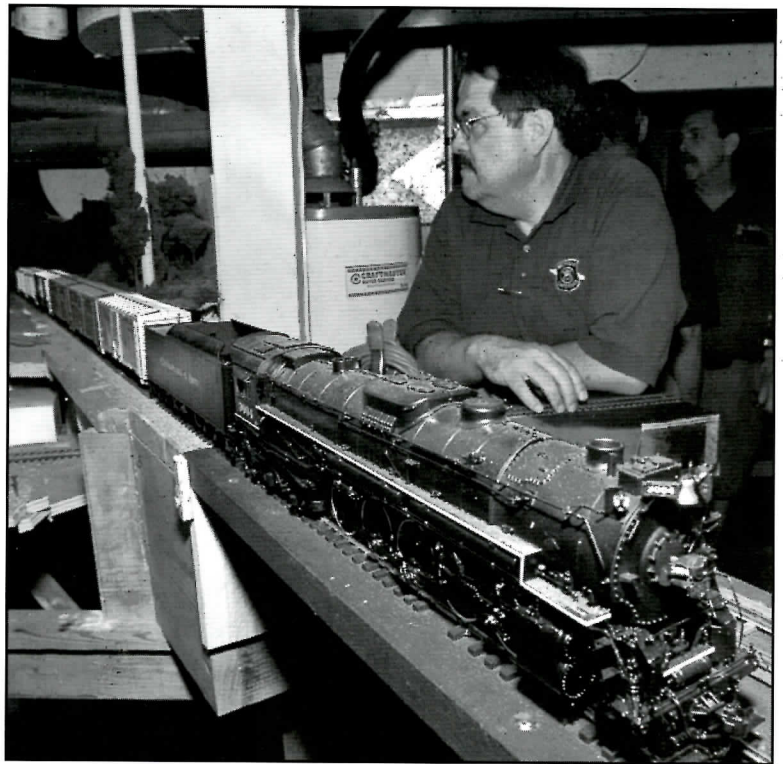
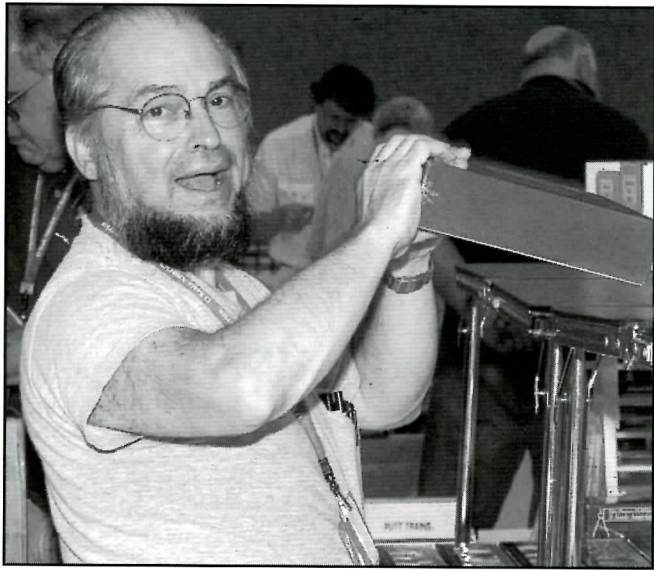
Pickle car by Wally Collins received 2nd place kit and converted in the Craftsman class. Below - Hoppe by Pete Silcox finished 2nd place in the Amateur class and CB&Q boxcar is 3rd place winner for Dick Lind in the amateur class.



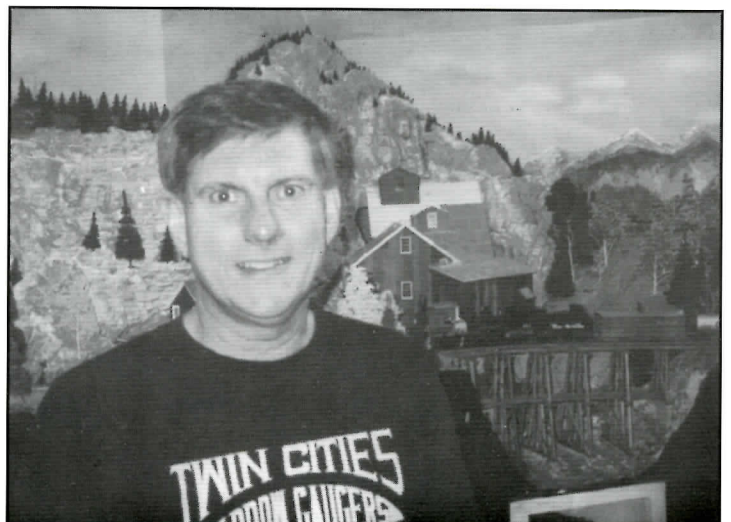
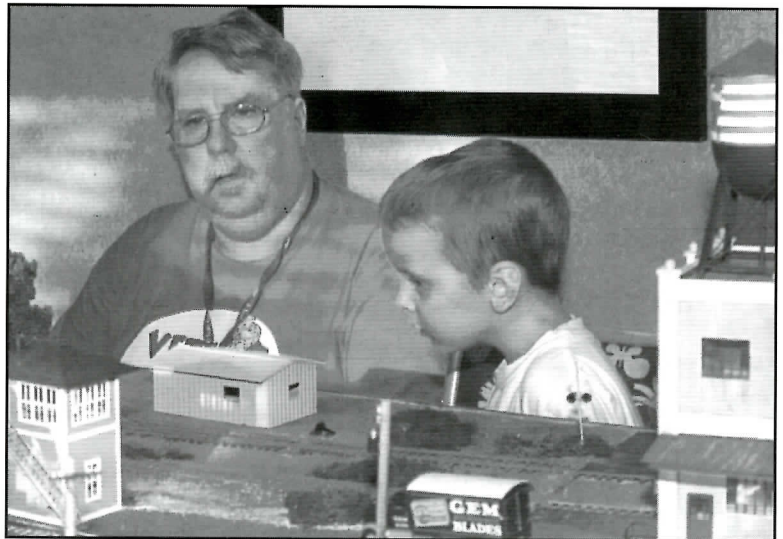
Pacific Rail Shops covered hopper was an honorable mention in the Amateur class for John Griffin



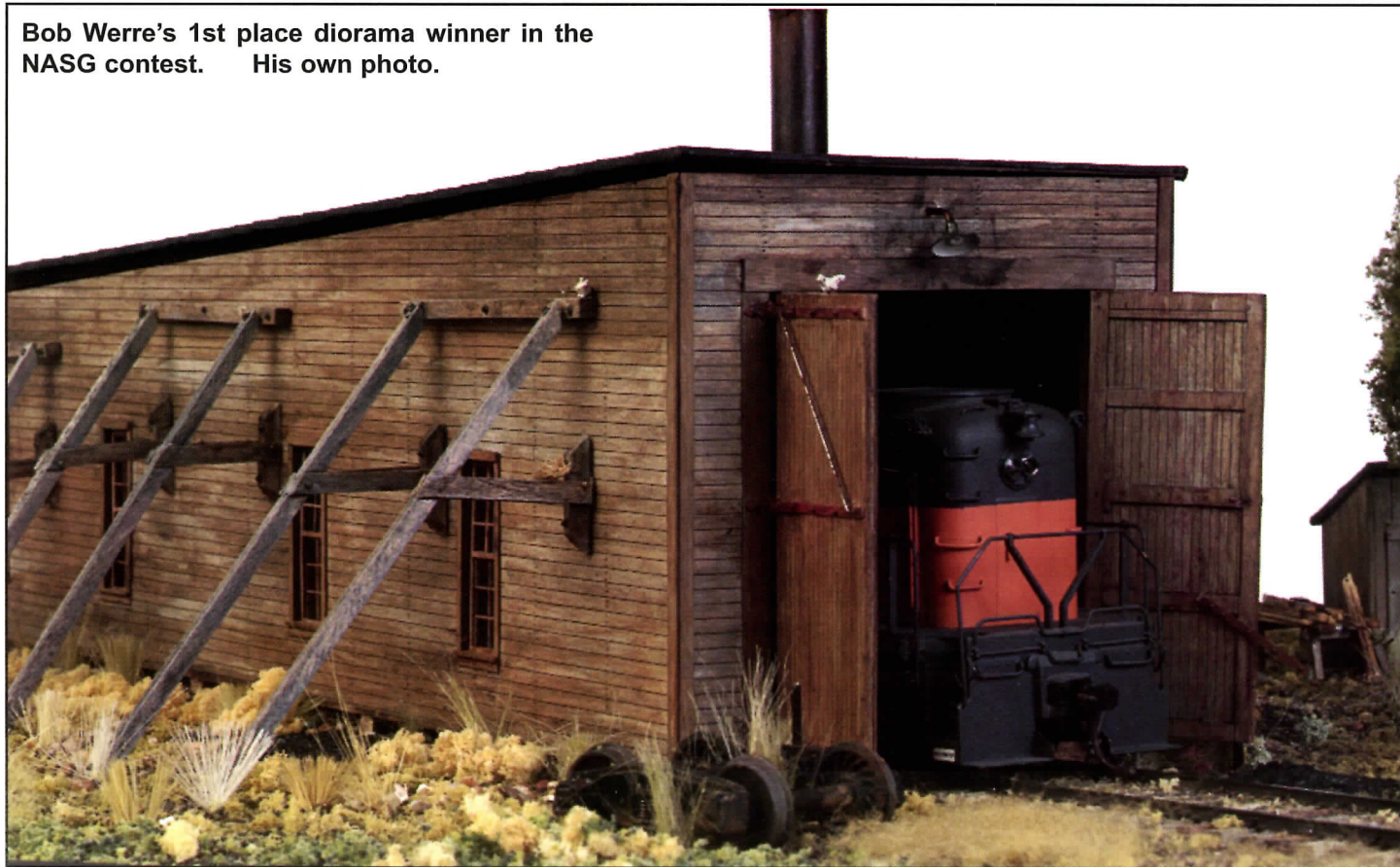
CONVENTION FACES



Clockwise: Doug Peck from Massachusetts (Portlines Hobbies) sets up at the trade show. Jim Kindraka admires a River Raisin Berkshire on Chuck West's scale layout. John Foley and grandson Colin man the NASG layout. Roy Kell has a Twin Cities sweatshirt on which represents his former residence. He and his Sn3 Ro Grande Southern layout now reside in Geneva, Illinois. And in the bottom left is Chuck West who was one of the movers and shakers of the 2004 convention.



Bob Werre's 1st place diorama winner in the NASG contest. His own photo.

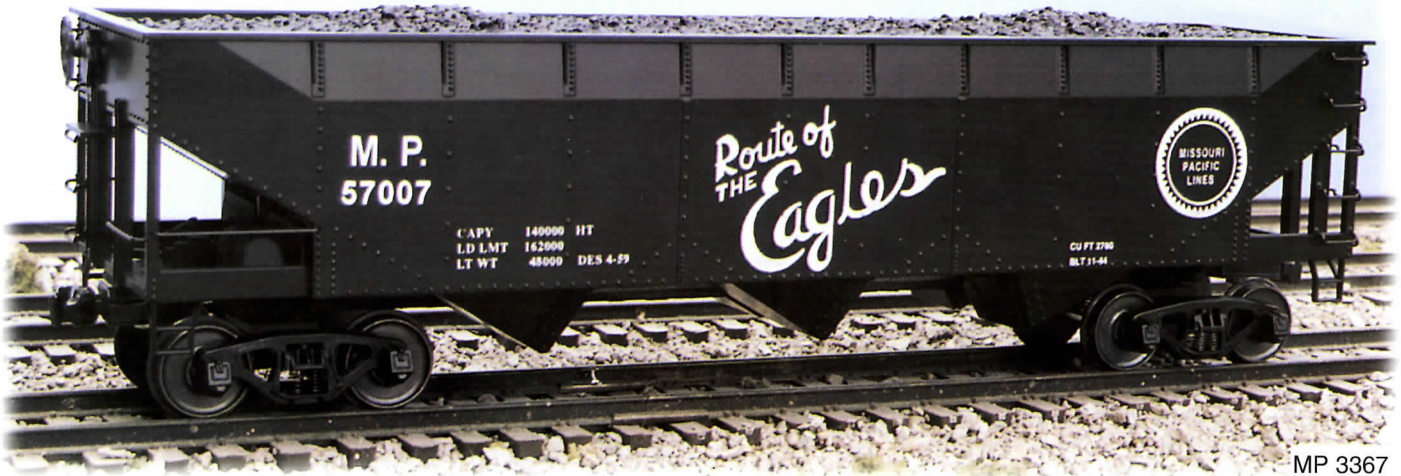


Bob Werre also took this photo of the CLANG narrow gauge layout in the trade area at the convention.





AAR 70 ton 3 Bay Offset Hopper

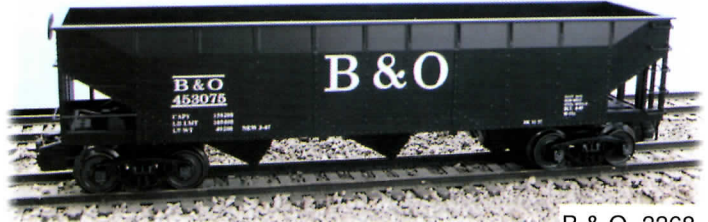


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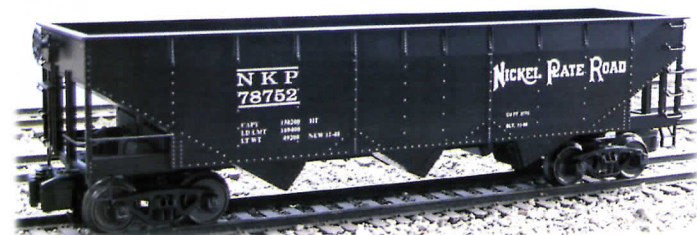
CN&W 3357



C P 3360



Erie 3362



NKP 3370



I C 3352



I C 3352-O



NYC 3369



Peabody 3372



Reading 3373



R I 3375



S P 3378

Note, these cars are available in 4 different road numbers. (One can have four of the same car and have a different number on each car, orders are automatically shipped this way.).

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Above - Hiram Graves' BL2 took 1st place diesel in the Master Craftsman category at the NASG convention. **Below** - Gulp, it's HO, but it was one of the displays at the Museum of Science and Industry which was one of the convention tours. And coincidentally, the city represented here is Seattle where the NASG Regional was held earlier in July.

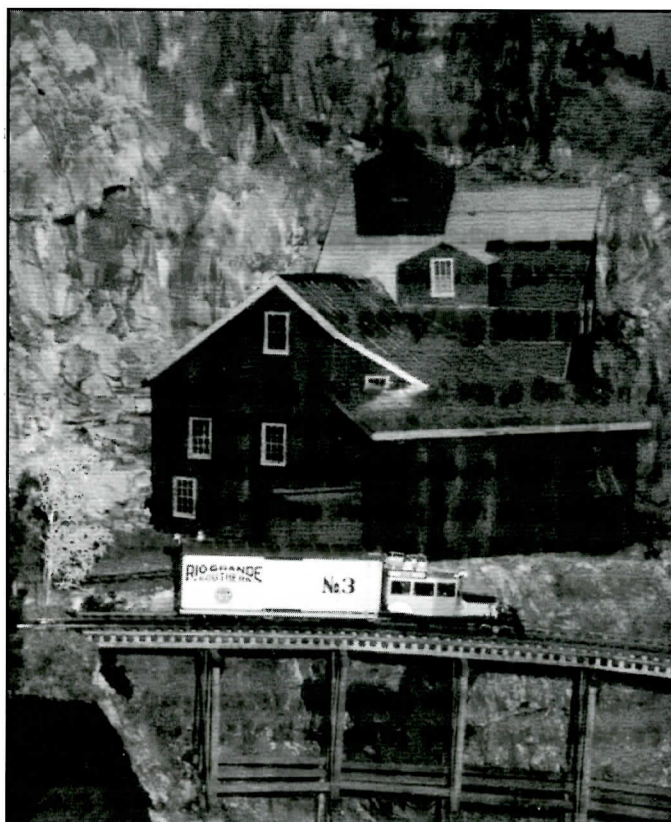
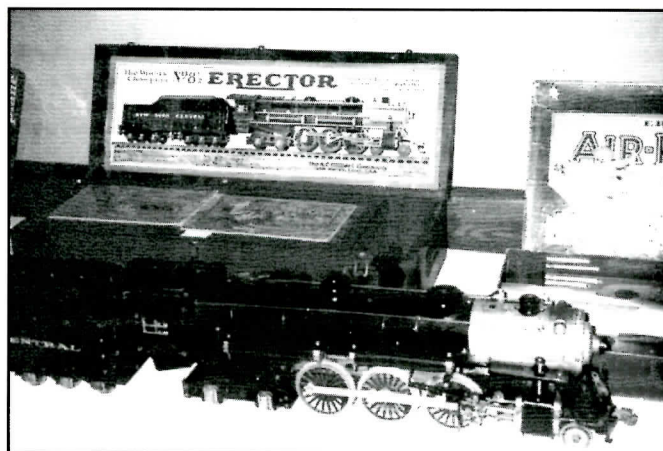
Bob Werre photos



More Convention Photos



Above two photos - The A.C. Gilbert Heritage Society provided a bonus benefit to attending the NASG convention. The Society had their convention in the same hotel and registrations were good at both events. The large gauge locomotive, once an Erector offering, was just one of many interesting displays in two large rooms at the Sheraton. Middle photos - Scale PRR K4 operating on Chuck West's layout and RGS goose on Roy Kell's Sn3 layout. Bottom - Barry Pazan's warehouse is kitbashed out of several Heljan HO courthouse kits. It really shows off his custom 1/64 trucks. Photos - Jeff Madden

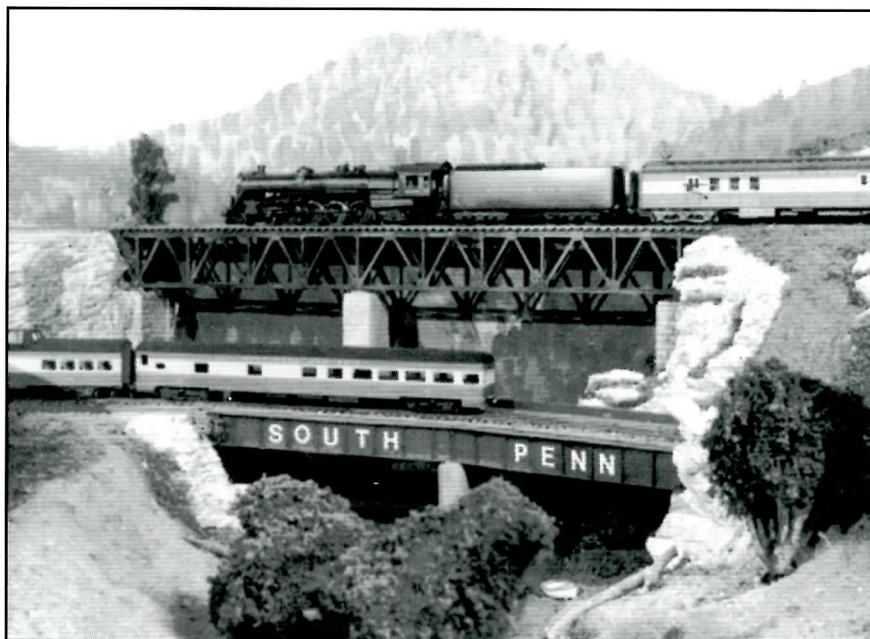


THIS TIME --- IT'S S SCALE!

The Editor Begins an S Layout...

Yes, the editor of the NASG *Dispatch* has broken ground for an S scale layout. Oh, the basement was already there under my house, but I have taken the initial steps to design a layout and throw up some benchwork.

When I moved to Wisconsin over 15 years ago, 1988 to be exact, I had torn up a large, nearly finished, HO layout in West Virginia. Thus, it was HO I wuz a'plannin' for the new home. Much track plan doodling for a new HO South Penn was done by 1993 when I was coerced into S scale and the editorship of the *Dispatch* by then NASG President Alan Evans. Another friend, Chuck Porter, a member of the Badgerland S Gaugers, was encouraging me into S as well and inviting me to club meetings.



A scene from my nearly complete 25' x 16' HO South Penn when I lived in West Virginia. It was basically a freelance bridge route which was controlled by the B&O. My scheme for S gets downsized.

I wouldn't have accepted the *Dispatch* job if I hadn't been tempted by S scale in the first place. Back when I lived in the eastern panhandle of West Virginia I belonged to two area clubs that had HO and O scale. One fellow modeler, Mike Stephens of Smithsburg, MD, was also an S scaler, and he would often show me his Kinsman kits, his Enhorning F3 and a Rex Dockside. I was tempted, but there just wasn't anything you could readily build a layout with - no RTR track, turnouts, locos, etc. So, I stuck to HO and O. My eventual HO South Penn layout was featured in the March 1990 issue of *Model Railroader*. It followed a freelance design with a B&O influence.

But by the early '90s after moving to Wisconsin, a series of events pushed me into S. Number one was renewing an acquaintance in 1990 with Alan Evans, a former college classmate at Ohio University in the early '60s. When corresponding about a 25th college reunion in Athens, Ohio, we discovered that each was in model railroading. Alan actually knew of me from modeling articles, but I didn't know he was in the hobby.

After the discovery of this mutual interest, I was encouraged by Alan to attend some S Fests up in my area of Wisconsin, and since I was already a scaler, the newer plastic and brass items that were available now renewed my interest in S. I was especially enthralled with S Helper's (AM) heavyweight passenger cars. I still regret not plopping down \$48.00 for the B&O long Pullman cars - but I acquired some finally this year. And tugging me along was the fact that I could get code 100 flex track, RTR turnouts, and some plastic diesels.. A side interest in die-cast vehicles fed the fire when Hartoy came out with their 1/64 vintage trucks, and later, Racing Champions began producing quality 1/64 (or close to) cars and pickup trucks. The availability of a good variety of transition era plastic kit and RTR freight cars, scale wheelsets and KD 802s further cemented the switch to S. Structures, one of my strongest modeling interests, weren't available in great variety at low cost, but this, I figured correctly, I could overcome by kit-bashing O and HO buildings, reworking some Plasticville, and using LVM and other craftsman kits. The lack of nice reasonably

In the 1950s the Monongah Division of the B&O included the Elk River lines and this is the area I will base my model railroad on.

priced plastic bridges though is still a sore point with me.

To finance new S purchases in the mid-'90s, of which I had zilcho, my large HO collection began a great weeding out. I've hung on to only a few choice HO pieces for use on a friend's layout and for display. But it's S scale for sure that's underway in the basement.

PLANNING AN S LAYOUT:

The HO layout doodles for my chopped up Wisconsin basement beneath a two-story farmhouse style home were filed away and new S doodles were begun. I found that a good time for track plan doodles was while thumbing old model magazines and watching football games or while on my lunch hour when I parked my car for lunch (I was an ad salesman at the time).

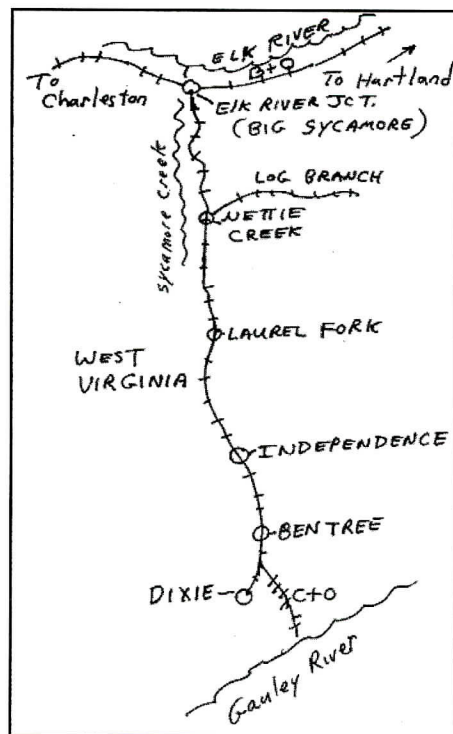
Because an S layout in my current basement would require a less elaborate overall scheme with fewer townsites, wider curves, fewer locos and rolling stock and fewer structures, I had to rethink my trackplan objectives. With this downsized scope tucked firmly into a corner of my brain, I scoured the current and past S magazines for plans of actual S scale layouts that would fit my space - about 11' by 35', but with several obstacles in the way unlike my old HO layout which fit into a room designed specifically for the layout.

There were walls, a utility closet, furnace, sump pump and water heater to go around or through. These obstacles loom much larger for S scale planners of layouts primarily because of the radii needed. I wanted 42" radius plus, so that's why my designs had to go through walls and around a furnace and probably include at least one lift bridge or duckunder. I tried to work in one peninsula, but just couldn't work it in with 42" minimum radius and at the same time preserving a family room insisted on by the better half. A six-foot

wide peninsula in HO (30" plus radius) would take an equivalent 7 or 8 feet in S.

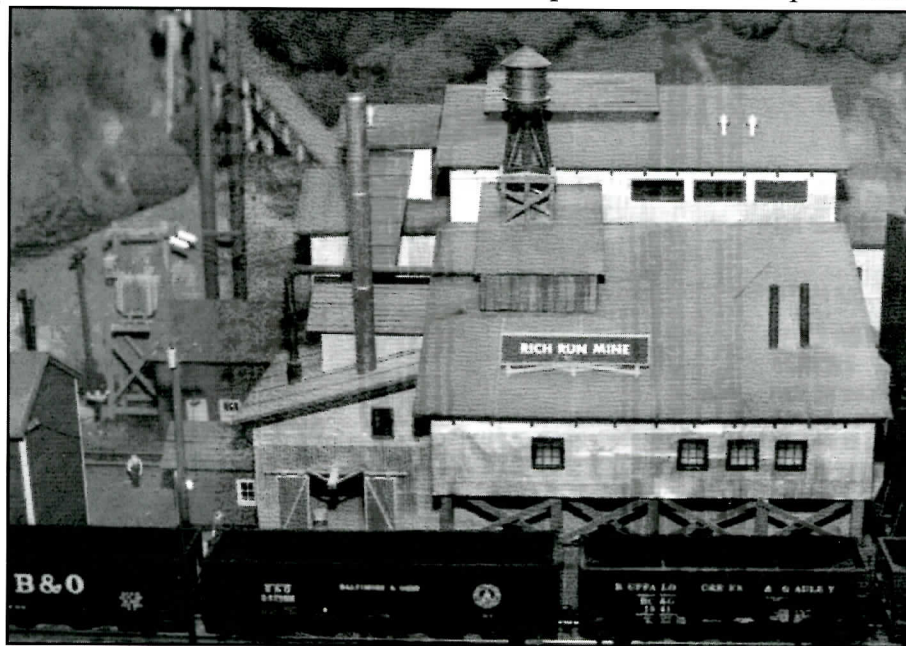
I was determined to stick mostly to my favorite style of track design and that is linear point-to-point, but only a branchline works well in S for this. So, that's what I steered to. I did insist though on a continuous mainline loop for running larger trains and offering interchange with the featured branch. Even though much of the mainline loop would be hidden, it would enable me to run passenger trains and longer freights on occasion. The final plan (see initial plan, Fig. 1) is pretty much narrowed down, but I still could tweak a thing or two as the benchwork progresses. With the basic track plan idea settled on a few years ago, I was able to begin selectively accumulating roster, structures and track for the day when construction would actually commence. I used, and still use, my "git list" method described in one of my earlier editorials. Now, I've actually accumulated most of what I need to get started.

During the early planning stages I searched track plan books for moderate HO, O and S designs. Current or former S layouts that

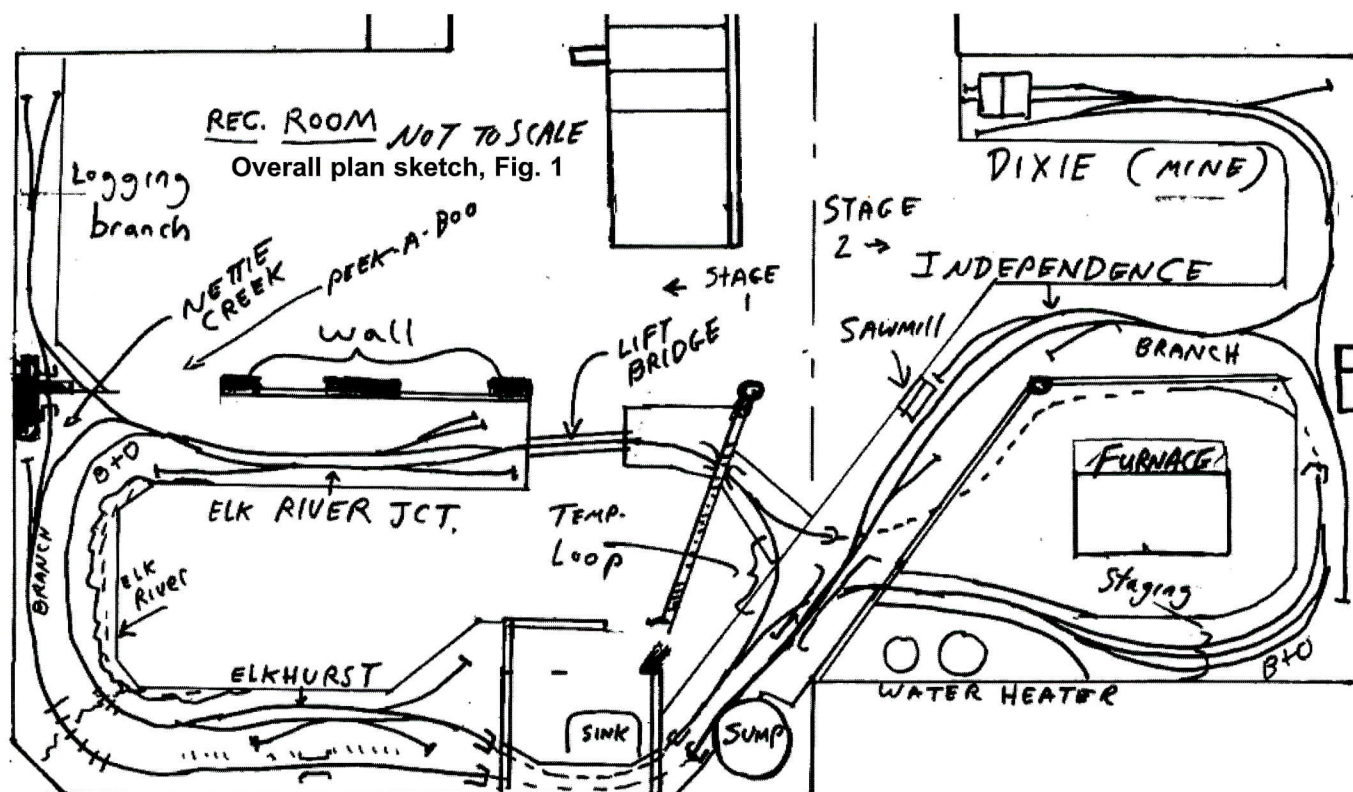


The fictitious Elk & Gauley goes south of the B&O to the coal mining town of Dixie. This is a might-have-been branch based on the Buffalo Creek & Gauley.

influenced my design were ones by Frank Titman, Brooks Stover, Sam Powell, Russ Mobley and --- well, here it pretty much stopped - others I read about or saw were either too loopy or were too big. One particular O scale plan which



This is the scene at Widen on Brooks Stovers' "new" BC&G S hi-rail layout. I envision Dixie on my freelance branch to host a similar mine.



My Elk & Gauley (the branch name so far) will mimic the BC&G as a branch serving a coal mine and sawmill that would feed products to a secondary mainline of the B&O in West Virginia.

influenced my final design heavily was that of the layout of an F.S. Smith in the November 1940 issue of *Model Railroader*. This was a simple two-level freelance main and branchline design for a model railroad that coincidentally had the same name as Frank Titman's early hi-rail layout, the Delaware & Western.

A new theme: At first I was going to stick to my old HO theme - the B&O owned South Penn with a bit of East Broad Top narrow gauge as a feeder. The actual South Penn right-of-way in south central Pennsylvania was really owned by the B&O until it was sold in the mid-'30s to the State of Pennsylvania for the route of the Pennsylvania Turnpike. The real South Penn was only partially graded with a few tunnels completed. Some actual South Penn tunnels were enlarged for turnpike use. But the influence of Brooks Stover's and Frank Titman's layouts plus my own changing goals caused me to come up with a less grandiose scheme that would

include some B&O and a rural West Virginia coal mining and lumber branch.

Early on I decided to stick to the B&O as a mainline, but a lucky visit to Brooks Stover's BC&G hi-rail layout influenced me to switch my allegiance to a Buffalo Creek & Gauley type branch line. Brooks and I have a mutual interest in the BC&G and at first I was going to model the BC&G as well, but as of now I am freelancing a branch that will be in the same geographic area as the real BC&G. My Elk & Gauley (the branch name so far) will mimic the BC&G as a branch serving a coal mine and a sawmill that would feed products to the mainline B&O. A branch of the branch will provide home for a future Shay which, like the BC&G, will drag flats full of logs onto the branch to a sawmill where finished lumber will be transhipped back to the B&O interchange.

My favorite mainline railroad is the transition era '50s Baltimore &

Ohio, and because of my interest in the BC&G I decided to use the same Elk River line (Monongah Division), which ran basically from Charleston up to Grafton, that the BC&G hooked into at Dundon, WV. To be a bit different, I moved the interchange to my fictitious Elk & Gauley a bit further south. The B&O line itself lends itself to modeling because it's single track, used modest power, once had passenger trains, and traversed rural mountain valleys through quaint river towns built into the hillsides. Thus, the B&O line could be modeled with minimal trackage and the minimal use of structures.

The main design element of the layout, the Elk & Gauley, would be a freelance branch that clones the BC&G and would travel from an Elk River town called Big Sycamore (I'll call it Elk River Junction), which is roughly a few miles west of Hartland near the mouth of Sycamore Creek. As most mountain valley lines did, the E&G would wind south along

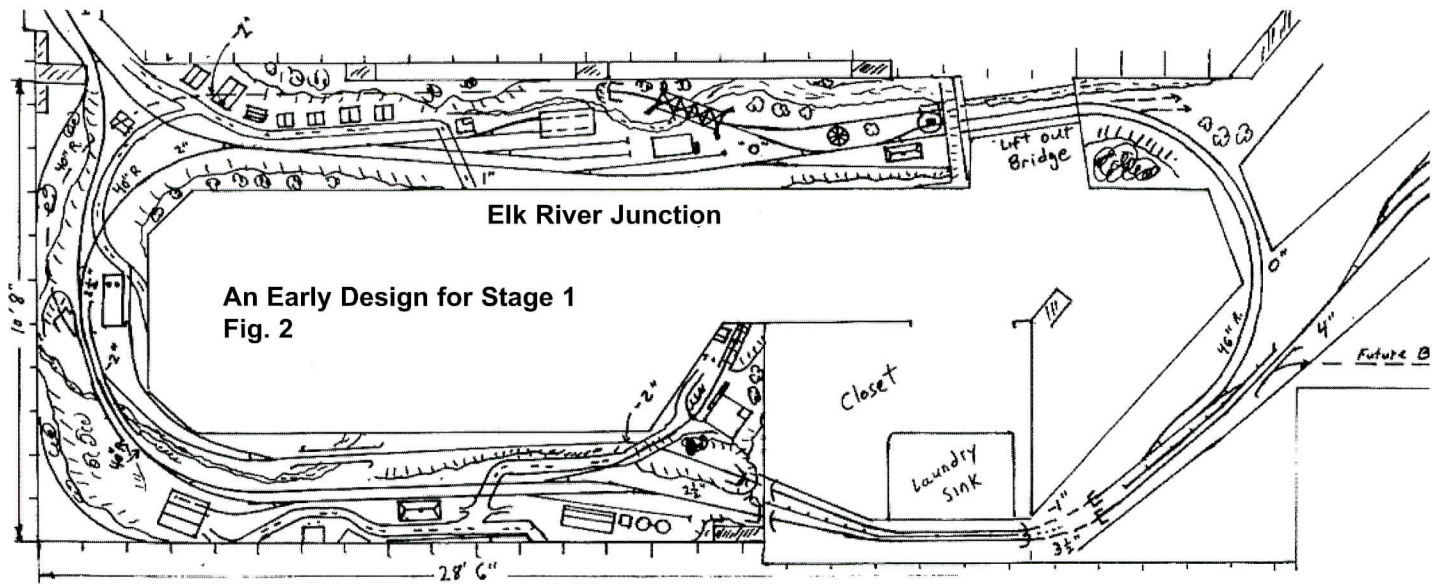
Sycamore Creek for a while and then down other hollers to a lumber mill town (Independence) and then continue to Dixie which would be a coal mine town similar to Widen on the BC&G (see Figures 2 and 3). Technically, the line comes up a little short of the Gauley River but would interchange with the C&O at Dixie. This would be a minor interchange because the B&O would have a competing interest in trafficking

the coal and lumber off the branch up to it's line, while the C&O probably had other mineral and lumber properties in the area that would feed its lines to the south.

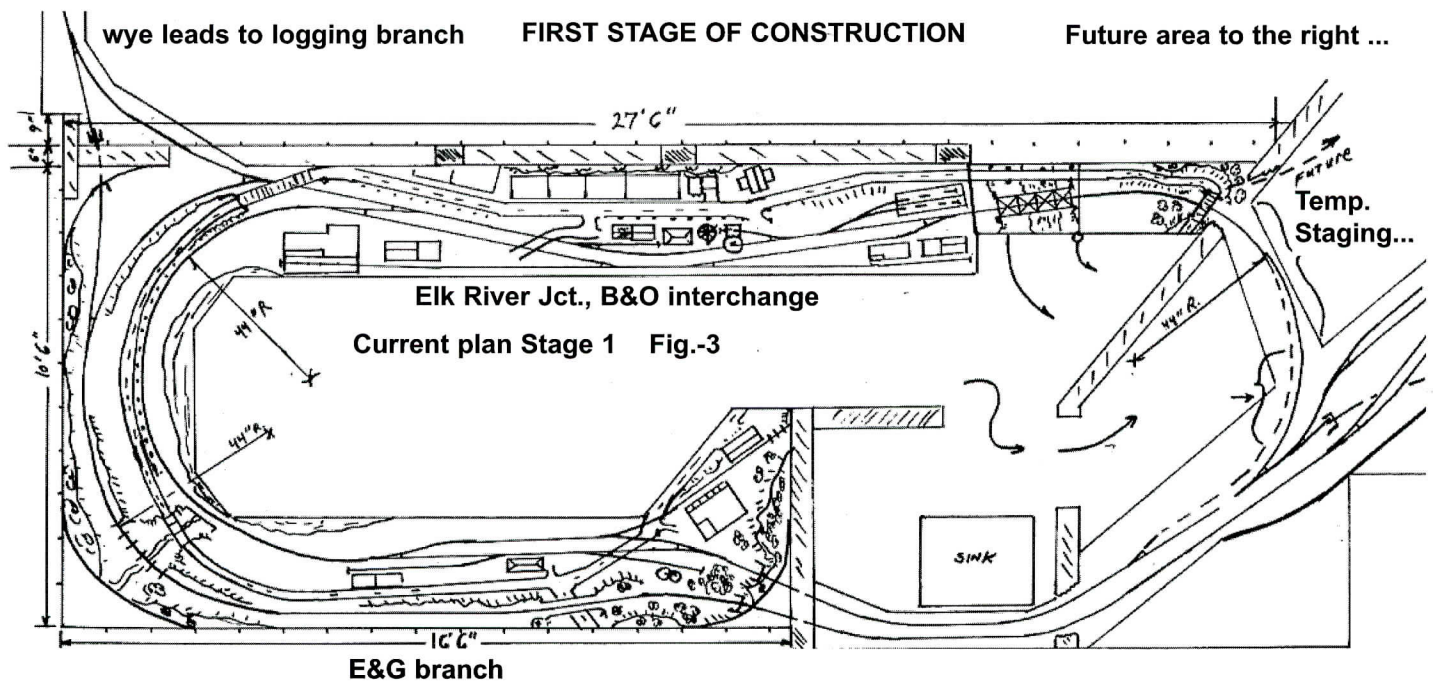
You can find the towns I mention in a DeLorme Atlas. The main modeled town on the B&O would be Big Sycamore (Elk River Jct.) and a smaller town, probably Elkhurst. The B&O will be a loop with a small hidden yard to repre-

sent Gassaway to the north and Charleston to the south. The current planning is to use wyes to turn locos near Big Sycamore and at the end of the branch at Dixie. The dual staging yard would have no turning facilities - thus staging would be manual prior to operating sessions.

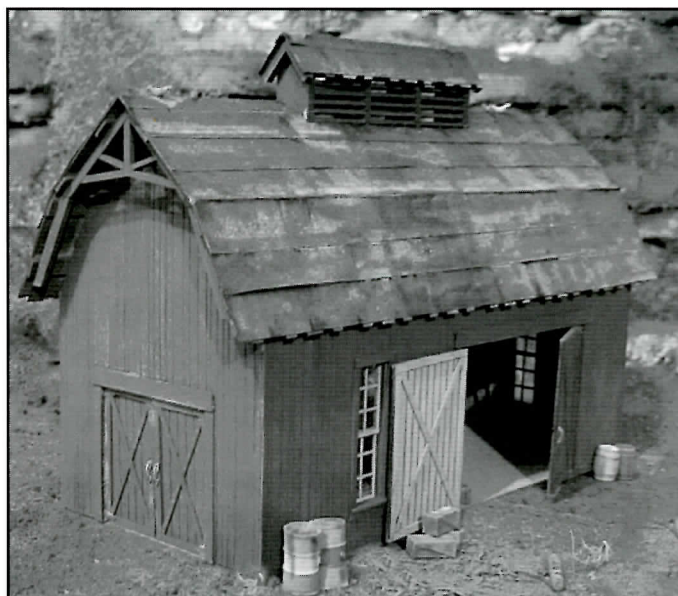
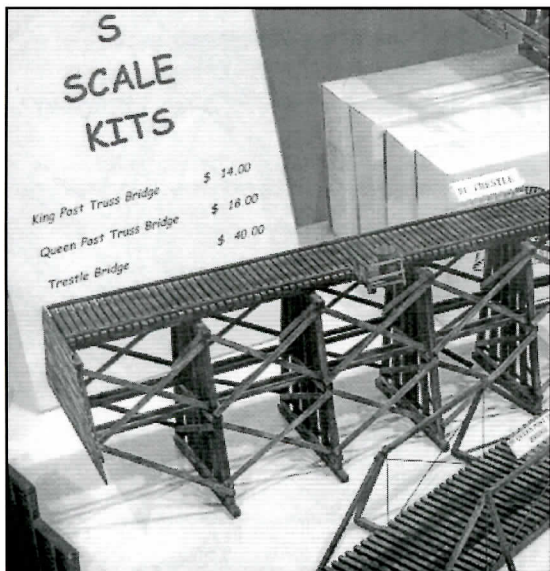
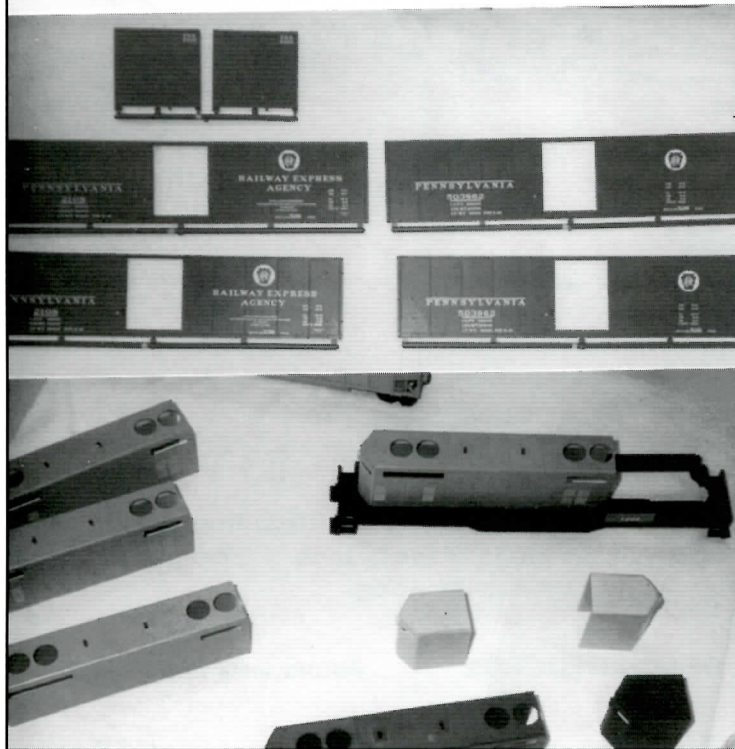
End Part I



Above plan of stage 1 has the B&O mainline ducking into a tunnel at Elk River Junction. This arrangement would require a slight downgrade of the the mainline plus an incline of the grade of the branch. I moved to a simpler solution on the plan below thus keeping the mainline level with only the branch rising.



WHAT'S NEW?



Clockwise starting at upper left: Potpourri of Des Plaines Hobbies offerings include USRA 40' gondola offerings, X-29 boxcar sample molds (kit will be one piece), GP9 option parts. BTS tobacco barn is next, one of several new kits. Trainstuff has several new resin kits including the mill in the background and an art-deco warehouse front. Shown below is one of the new SHS reefer schemes. Hunterline Quality Craftsman Kits offers several bridge kits - see New Products Report for more details.



THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** brought and set up their modular layout at the ninth annual All Gauge Train Show held on August 22, at the New Haven City-Wide Field House, in New Haven, CT. The show was organized and coordinated by John and Robin Vanacore, members of the Conn. S Gaugers (CSG) and purveyors of A.C.Gilbert trains.

The **BSG** held their Sept. meeting at the home of President Tom Robichaud in Fitchburg, MA. Helen Lenart is V.P., Chet Brown, Treasurer, and Dick Connors, Secretary. The club attended the Newmarket Festival, in Newmarket, N. H., on the weekend of Sept. 18/19. They set up and operated their layout at the festival. Dale Hazenzahl hosted the October meeting at his home. The **BSG** is considering a plan to have junior members, as they have such a person who wants to be a part of their activities and be recognized for it. The November club meeting will be held at the Bedford N.H. Boomers Train Show, to be held at the McKelvie Middle School, on Nov. 7.

The **Connecticut S Gaugers (CSG)** joined with the **BSG** and operated a modular layout at the All Gauge Train Show held in August in New Haven (see above para.). The layout was one of the largest that the club has ever set up. Club member Al Marotta brought and set up three modules, one of which included an operating AF original No. 785 coal loader. The accessory was used with a model of a coal barge that was constructed by Al's father who was a captain of a tug boat at one time and enjoyed watching the unloading of the barges. Operation of the loader at the train show generated a crowd of inter-

ested visitors.

The **CSG** held their Sept. meeting at the home of Bill and Harriet Mark, in Pleasant Valley, N.Y. The host has a fabulous scale S layout with N.Y.C. prototype steam-era train operations. Son Bill, helps with the construction of the layout, so there are two professional quality modelers contributing to the construction and operation. Bill, Sr. gave a clinic on building model trees at the meeting. Club Secretary Craig O'Connell has put out a call for members to supply clinic presentations at forthcoming club meetings. Such presentations can be a way to have members involved in the operation of the club and exchange information with each other. A very good idea. The **CSG** is planning to set up and operate a modular layout at the Cheshire High School Ram Band Train show on Nov. 21. The October meeting was hosted by David Plourde, in East Longmeadow, MA. The host has a detailed Hi-rail layout that features good operation, and much finished scenery.

The **Canadian S Scale Quarterly (CSSQ)** is the newsletter of a group of S modelers, and the most recent issue included an article by Joe Pereira on the history of the **CSSQ**. Alex Binkley coordinates the material that is supplied by the membership for the newsletter. The recent newsletter included an article on useable S gauge road trucks. The newsletter also included photos of the train layout of Hank Duivenbode that includes a very large curved wood trestle. Views from the outside and inside of the trestle were shown with a train (Canadian National prototype) traversing the track on the trestle. The layout has flood lights on the

perimeter of the layout for illumination of the trestle during night running. Alex Binkley described layout tours for the Peterborough Connection, a meeting of S scalers in Peterborough, Canada. The first annual convention of the Canadian Assoc. of Model Railroaders (CARM) was held in St. Catharines, Ontario in May. Manfred Lesser reported on the event in the newsletter, and gave a seminar at the show on super detailing scenery, which was well attended. Charles Hicks is collecting the members club dues that go to support the newsletter expenses.

The **Western N.Y. S Scale Association (WNYSSA)** met at the home of Don Webster for their Sept. meeting. It was a work session, and Don had modules painted and wired for the laying of roadbed and track work. The outside loop of track on two corners was installed, and plans for the next session were made to be at the same members home in late September, and again as necessary in October. The club is planning to use the layout modules for a display at the local TTOS Halloween Meet Train Show on October 31, McKinley Park Inn, Blasdell, N.Y..

A new Pittsburgh, PA. Area S club has been meeting on a monthly basis, in members' homes since July, 2003. The club known as the **Pittsburgh S Gaugers (PSG)** is coordinated by Jon Knox and Jim Whipple. An earlier S scale club known as the West Penn S-Scalers faded out of activity in the early 1990 period. A number of the members of this group are attending and participating in the newly organized club. The **PSG** is focused on modeling and operation, and includes members interested in AF, Hi-rail, scale and Sn3 modeling. The group includes over 20 people, and there are at least five home layouts in progress, and others planning for such a layout. Meetings and events in the past have included planning organization, design of

members layouts, rail fanning, planning S modules, and use of S track systems, etc. In the past year in January and July the club has rented a table at a local Greenberg Train Show to publicize S gauge modeling and the products that are available to support such train modeling.

The South Jersey S Gaugers (SJSG) celebrated their 15th anniversary in July. From the start of a handful of people meeting in a basement the club progressed to having a comfortable meeting room location with over 30 people attending and now proudly displays their club-owned portable layout at schools, hospitals and train shows. The first meeting of the **SJSG** was held at the home of Roy Hoffman, in Cherry Hill, N.J. on July 29, 1989. John Bortz brought his Pennepack & Western heavy pacific locomotive, and John Hall displayed PRR hopper car decal sets that he offered for sale. The Central Jersey S-Scalers (CJSC) came en-masse to support the formation of the new club. A recent issue of the club's newsletter, *The Waybill* included a description of past club events and noteworthy activities. The first major outing of the club involved twenty members who visited the B & O Museum, in Baltimore, MD. The first train show sponsored and operated by the club was held at the Bellmawr Fire Hall on April 19, 1998. A local TV channel aired a short segment on the club's layout as displayed at the Shriner's Hospital. This is a display that the club has continued as a service event, and the hospital patients, staff, and families appreciate the opportunity to see the layout in action. The club's meeting on August 6 was devoted to the celebration of the anniversary of the organization.

The club is planning a secret project for the future. Rules and guidelines are being put together for the secret project program. Three members of the **SJSG** met at

M & G Hobbies where Nick Ladd, V.P. Sales for K-Line Trains was visiting. Nick has a collection of S gauge trains and indicated that there were good things in the works for S at K-Line.

The Neshaminy Valley AF Club (NVAFC): Mike Hudek hosted the club members at his condominium after the train show and ideas for the next years show were discussed. Paul & Rosanne Fenn hosted the NVAFC members for the August meeting at their home in Richboro, PA. The meeting was a joint one with the members of another club, the Toy Trains in Motion (TTIM) which includes O gauge and S gauge hobbyists. Mike Hudek hosted the September meeting of the club, and Mike Ramsey coordinates the group and writes the newsletters.

The North Penn S Gaugers (NPSG) had their annual club picnic on Sept. 11, hosted by Glenn Ritter at Belfry Station, Harleysville, PA.. The club plans to display their layout at the Frederick Mennonite Home on Nov. 5 & 6, and at the Schwenkfeld Manor on Nov. 19 & 20. Members of the club were saddened by the death of Margaret Kohler, wife of Bill Kohler. Margaret passed away on July 9, 2004 from a sudden heart attack. Several **NPSG** members have pledged their support for setup and operation of the club layout at the forthcoming NASG convention in Altoona, PA. in 2005. Pat and Ray Nase are scheduled to host the club meeting in October.

The Baltimore Area AF Club (BAAFC) held their May meeting at the home of Monte Heppe. Monte's S layout includes four operating loops of track on three different levels. The host is an accessory wizard, and his layout includes over 60 operating accessories. Monte won acclaim at the Scranton NASG convention with his custom built oil depot. The club set up and operated a lay-

out at the Greenberg Train & Toy Show, held in Timonium, MD. on July 31 & Aug. 1. The B & O Museum is re-opening in mid-November, after devastating damages from storms. To celebrate the opening, the museum is inviting clubs to set up and operate layouts at the museum, in the roundhouse. The **BAAFC** will display and operate a layout at the museum on the weekend of Dec. 18 & 19. The club operated their layout at the Great Scale & Hi-rail Train Show, held in Timonium, MD. in early October.

The **BAAFC** has built several new modules for their train display layout. These modules will comprise an inside yard that will go inside and across the layout. Use of the new modules will allow operation of three trains at the same time, rather than the present layout configuration which will only accommodate the continuous operation of two trains. It has been decided to purchase a trailer to carry the club modules to display venues. The club members are in the process of locating and deciding upon a suitable trailer. Paul & Russ Love held the Sept. meeting of the club at their home in Baltimore, MD. Looking back at the past year, the club has operated their layout at twelve commercial train shows, two local hospitals (Johns Hopkins, Baltimore, MD. and Children's Hospital, Washington, DC.), and at the Middletown, MD. City festival. Club member Bob Davison is scheduled to host the October club meeting at his home, and David Avedesian will host the club members in November.

The Atlantic Coast S Gaugers (ACSG), Georgia Division, set up and operated their layout at the Fifth Annual Model Train Exhibit at the Smoke Rise Baptist Church on July 24/25. The layout was named the "Maurice Wooden Memorial Layout" in honor of Mr. Wooden. Mrs. Wooden was present at the show where a ceremony

was held to name the layout. Woody was instrumental in the founding of the Georgia Division. The exhibition was a success and included no less than eight straight modules. The Division held a meeting at the Terminus Chapter meet of the TCA at Meadow Creek High School, in Norcross, GA. on Sept. 11. The chapter is planning to display their layout at the Greenberg Train Show, to be held in Norcross GA. on Nov. 6/7, and the GATS Train Show on Nov. 20/21, to be held in Marietta, GA. Bob Lacheen is coordinating the club activities.

The **Tidewater Division of the ACSG** met on Saturday June 12 at the home of Dan DeSantis. The host of the work session is fresh from the SJSC where he had an active role in planning and carrying out activities involving S gauge model railroading. The meeting was a work session to build eight scenery boards for use on modules that the members are using. Ken McNeilly supplied scenery material including buildings, neon signs, and other materials used on the modules. Member Paul Sharp was scheduled to host the club members for another meeting and work session in August. Jeffrey Hill supplied information on the Division activities.

The **Suncoast AF Enthusiasts (SAFE)** displayed their layout at the Lutz, FL. Depot on July fourth. The depot was refurbished by a dedicated group, one of which belongs to the club. Gene Vrooman coordinated the layout set up and members operated the trains and answered questions of the crowd. The celebration was town-wide and included a parade. The layout was outdoors and taken down before a late afternoon downpour, so the trains did not get wet. The Club set up and operated their layout at the GATS Train Show on July 24/25 at the Harborview Center, Clearwater, FL. John Phipps coordinated the

set up and distributed passes to the members for entrance to the show. Fred Rhyne set up a TV camera in the front of one of his engines and visitors could see the layout from the eye view of a scale model engineer. The club is planning for their own show to be held in December. Les Baynard held the September club meeting at his home in St. Petersburg, FL. Joe & Carole Flora plan to host the club for their October meeting. Anna Spinella ably edits the club newsletters.

The **Southeastern Michigan S Gaugers (SMSG)** held their May meeting in conjunction with the set up and display of their modular layout at the Durand, MI, Railroad Days Celebration. The layout set up was on Thursday evening and the trains ran all weekend for the celebration program. The layout was set up using some smaller radius curves because of space limitations at the place of the display. The club welcomed new member Doug Weir from St. John's, MI. The June meeting of the SMSG was held at the home of Dale Baker, in Owosso, MI. Members attending the meeting also went to an open house at the Owosso Museum. Construction of a new display layout is progressing with all the tracks down on the yard side, and roadbed installed on other sections of the layout. Jan Burdzinski and Jerry Poniatowski are coordinating the efforts on the layout modules. Member Bob Pardington hosted the club meeting in September at his home in Taylor, MI. Bob has converted the upper loop of track on his layout to operate on DCC. Bob operates on code 148 track with Kadee couplers on the rolling stock. Twenty five members and friends attended the meeting, including the host. The October meeting is scheduled to be at the home of Jim Hockenberger in Canton, MI. The club was advised by the Huckleberry Railroad that although they could not bring their layout this year the Railroad and museum would like to have them

come at some future time. In the past the SMSG has displayed their layout and had a picnic at the Huckleberry Railroad. This year the club met at Dave Wehrwein's house for their annual picnic. Jerry Poniatowski edits and distributes the club newsletter. Dave Held will hold the November club meeting at his home in Imlay City, MI. Dave's layout operates on DCC and guests can operate the layout.

The **Northern Ohio S Scalors (NOSS)** lost a good fellow member Joe Webb in May, and condolences were given to his wife Irene along with the offer of support and assistance. The August meeting was held at the North East Ohio Live Steamers. Snacks were available after the visit and train rides at the home of Jack Sudimak, in Medina, OH. Wives, significant others, and kids were invited and made welcome. The club held their Sept. meeting, hosted and organized by John Lanzer, at his in-laws, the Albrecht Family Farms, Kenwood Acres. Some of the **NOSS** members are active in other S clubs and the events carried out in the club's programs are both interesting and unusual, offering a variety of activities in addition to meetings at the members homes.

The **Chicago Assoc. of S Gaugers, Inc. (CASG)** helped organize an open house garage sale in July at the residence of Judy Schreiner. Judy is the widow of former president Norm Schreiner, and the sale was to sell the mostly scale S gauge trains that Norm had. The balance of the trains not sold at the open house garage sale will be sold on eBay. The next layout open house planned by Bruce Lorence will be the detailed HO one of his cousin Ed, on October 9. The layout was featured in the April 2004 issue of the *Model Railroader* magazine. It measures 22 ft. x 24 ft. and includes scenery and finely detailed trains.

The Cuyahoga Valley S Gaugers (CVSG) members were saddened by the death of long time member Ralph Sigman. Ralph was mostly retired when he began to be involved in the club activities in the early 1980's. He was an electrician by trade and offered valuable aid in wiring the club's layouts and solving electrical problems. Member Dave & Kelly McCamey hosted the August meeting of the club at their home in West Salem, OH. The CVSG plans to display their AF and scale layouts at the NMRA Train Show, at the Cuyahoga County Fairgrounds, Berea, OH. On October 2/3. Also on Saturday, Oct. 2, the club will display their hi-rail layout at a Boy Scout Jamboree in Lorain, OH. The Sept. club meeting was held at the home of Terry Putt, in Orwell, OH.

The Miami Valley S Gaugers (MVSG) held work sessions in July & August to set up and work on the club layout. Member Larry Beam provided a place where the layout could be set up and worked upon. Yard area turnouts and electrical problems including a voltage drop in an area of the layout were addressed. In Sept. the club members visited Mike Flick in Ft. Mitchell, KY to see his layout and collection. Members brought covered dishes with food to help the host with a picnic. The club plans to set up and operate their layout at the Dayton Airport Expo Center where there will be a train show on October 9. The club will also display their layout at the NMRA Train Show on November 6/7 at the Hara Arena. Norman Haas, Secretary of the MVSG takes and edit's the meeting minutes, and Tony Garza provides distribution of them.

The Badgerland S Gaugers (BSG) are kicking off the Fall season by sponsoring the Fall S-Fest 2004. Club members are planning and making arrangements for the event to be held on

October 29-31 at the Waukesha County Expo Center. Roy Meissner is coordinating the registration, and there are at least four hotels convenient to the event site. The event will include trading tables (train show), clinics, layout open houses, operating layouts at the Expo Center, model contest, tours in the area (brewery, harbor, etc.) and train races. Steve Lunde provides information to prospective attendees, and the club's website has information of the event (www.trainweb.org/bsg). Dick Kloes held the Sept. meeting of the club at his home in Milwaukee, WI. The **BSG Train Trade Shows** began on Sept. 26, at the new location at the Knights of Columbus Hall, Greenfield, WI.. The shows will be held every month to the end of the year, and January thru March, 2005, and some form of the club's layout will be operating. Dick Kloes coordinates the operation of the shows. The BSG plans to set up and display their operating layout at the upcoming Trainfest Train Show to be held on Nov. 13/14. The October meeting of the club was scheduled to be held at the Greenfield News & Hobby Shop, Greenfield, WI. The meeting will be held at the shop, one of the most popular ones in Southeastern Wisconsin.

The AF S Gaugers of the St. Louis Area (AFSGSLA): The club's double helix layout was set up and operated at the Museum of Transportation Trans. Days Celebration on Sept. 11/12. The Sept. meeting of the club was held at the home of Cliff Saxton, in DesPeres, MO. The AFSGSLA displayed their double helix and 12 ft. x 28 ft layouts at the GATS Train Show held on Sept. 25/26 at the Wentzville Crossing Expo Center, Wentzville, MO. Barry Dolan coordinated the set up and operations. Member Don Borcharding was scheduled to host the October club meeting at his home in Waterloo, IL. home. Don has been building a layout in his

basement for the past several years. The club will display their regular layout (12 ft. x 28 ft.) at the Mississippi Valley N Scalpers Train Show on October 15/16, at the Kirkwood Community Center. The club had their annual picnic in June at the Sangamon Beach Club, Springfield, IL. John Nosari and Glen Maxwell organized the event. John's son, Nolan, gave boat rides on Lake Springfield. The day included a ride on Ray Drendel's narrow gauge railroad, in Springfield, IL. After visiting Ray and riding the RR the club members proceeded to the beach club for the picnic.

The club mourns the death of Flora Santiago, mother of Dr. Joseph Santiago and grandmother of Brett Santiago, both active club members. On Nov. 6 & Nov. 13, the club will work on the Famous-Barr Display Layout. This is an S gauge layout that the club has developed and operated with the support of the Famous-Barr Dept. store. The layout is displayed at the store (in a window) in downtown St. Louis, MO. during the holiday season.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) The August meeting of the club was held at the home of Lavette Carpenter, Spokane, WA. Lavette is the widow of Ken, (who was a former member) and she provides help to the club on various occasions. Brent Nicholl hosted the club meeting in Sept. in Tyler, WA., and recently constructed a small diorama using a scenery kit (Woodland Scenics-?) plus some materials he provided. George Perks is scheduled to hold the monthly club meeting at his home in October. Members of the IESGAPN voted to attend and set up their layout at the TCA Convention in Seattle, WA. on June 18 thru 26, 2005. The club will advertise the NASG & promote S gauge to the convention attendees. John Foley of NASG coordinated the atten-

dance at the convention.

The Rocky Mountain High Railers (RMHR) brought their layout, "Lookout Junction" to the the National Train Show, held in Seattle, WA. on July 9, 10, & 11. This involved a commitment for the club members as the trip was some miles and requirements for the display required certain features on the layout, such as anti-flammable skirting and certification thereof, etc. Show passes for those club members attending the event were required so entry to the show could be made most reasonably. On return from Seattle, OR. the layout was set up at the Boise Government Buildings to prepare for the Idaho Rails Train Show, Weiser, ID. On October 2. This show is sponsored by Idaho Historical Railroads, and is held at the Vendome Events Center. The Lookout Junction is a featured display layout at the event. The club is coordinated by John Eichmann who edits the club newsletters.

The Bay Area S Scalpers (BASS) brought and displayed their modules to the National Train Show, held in Seattle in July, representing S scale. The layout was set up near the RMHR "Lookout Junction" layout, and S scale manufacturer's booths. Home layouts on the S scale tour included Dick Karnes S std. Gauge layout that features excellent track work and catenary. The BASS layout was then transported and set up in Tacoma, WA. where the NASG regional convention was held. Next it was the National Narrow Gauge Convention that was held in the Santa Clara Convention Center on Sept. 1-4. NASG had a booth at the exhibitor's room, and four S/Sn3 home layouts for attendees to visit. Three of the home layouts belong to BASS members. In mid-Sept. Joe Visintine hosted the club members at his home in Salinas, CA. The BASS modules were set up and operated by those attending. Club member Arnold

Goehring under went a heart transplant in early September. Barney Daehler edits and distributes the club newsletter, Bill Roberts coordinates the modules, and Lee Johnson coordinates the club programs.

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 email at ndpool@juno.com.



Railmail cont. from page 5

Swap Trucks: A guy sent me this idea when I complained about O gauge trucks on AF cars. He said to take the trucks off my K-Line cars and put them on AF, and then put the AF trucks on the bigger K-Line cars, and then they would both look much better.

- Jim Sleeth

Armstrong Passing: We have our own John Armstrong in S who is on this (internet) list and sent me a nice email during my heart episode. He is often confused with the John Armstrong of O Scale and track planning fame. The John Armstrong who passed away last summer was a noted author of layout planning books, two of which helped me with my own PW track plan. Last December I was invited down to Christmas dinner with the Baltimore Area American Flyer Club. I got to ride to and from the dinner with Mr. Armstrong. He

first showed me his layout, which is many years old, and ranks with Frank Ellison's Delta Lines as a classic O scale layout. He was the featured speaker and passed on some good layout design ideas to the club - always with the great sense of humor that he possessed. I'll have the memories of a wonderful time. The hobby has truly lost a giant!

- Roy Hoffman *Yes, I agree. I always eagerly reveled in any Armstrong track plan article or book. I also was lucky enough to visit his layout during the 1982 NMRA convention in the D.C. area. I know I also attended several of his clinics. Although many of his layout designs were meant for HO, his O layout designs are often good fodder for S gaugers since those in S often are limited by the same things that limit O. By the way, John did design some S layouts including one for Larry Sokol in the Portland, Oregon area. - ed.*

S Friendly Hobby Shop: Here's a new hobby shop in the Dayton, Ohio area: Elizabeth Station Toy Trains; check their website: (www.elizabethstation.com). Plenty of S. If you plan on attending the S Spree next year, this would be a great place to visit. Directions to the shop are on the website.

- John Foley, Promotions Chairman

RTR Pacific Rail Shops cars? Let's convince John Verser to have his kits assembled and offered ready-to-run. You probably know fellow modelers who cannot or will not assemble PRS kits, but they'd probably buy one RTR.

- Tom Hawley *Not a bad idea if costs weren't too prohibitive. John typically does smaller runs of things, but perhaps an overseas (most likely) crew could assemble with stronger ladders, etc. ed.*

EXTRA BOARD

AM RAILBOX CAR

This was forwarded by Tom Hawley. The first production Railbox cars were RBOX 10001-10599, class XAF10, built ACF 11-'74 to 2-'75. These can be modeled (in HO) from Athearn's kit, although it has the wrong roof (X-panel). It should be a diagonal panel. Another 2,800 similar XAF10 and XAF11 cars came from ACF in 1975-76. The first taller Place C XAF20 cars came from ACF in 1978, the last in 1979, but they cannot currently be modeled.

Jim goes on to detail some newer Railbox cars, but mentions that the American Models car best represents the ACF 50'6 design of the above mentioned cars - and with the correct roof. Railbox is a leasing company that is still around. Check out

www.railfan.ca/marks/RBOX.htm

1.
- From Jim Eager, Toronto, Canada

S IN NON-S PUBLICATIONS

- June '04 *Model Railroad News*
- *S Curves* column by Roy Hoffman promoted the upcoming convention and listed some new products. Also a review of the AM U25B by David Otte

- July '04 *MR* - Jess Bennett's layout feature by Bob Werre

- Oct. '04 *MR* - Roy Hoffman's Penn Western is covered.

- Aug. '04 *Mainline Modeler* - photo of Roger Nulton's cross-kit Monon 2-8-0.

- May '04 *CTT* - Plasticville Union Station and bank kitbash. Article on AF Mine Carrier car.

- July '04 *CTT* - Full page SHS ore car ad, fi page AM ad, NASG ad. SHS hopper cars, AF Lionel lumber loader and AM SD60 covered in Product News. An article by Ted Hamler on AF bell ringing GP9. AM U25B review.

- Sept. '04 *CTT* - Article on AF 758A Sam the Semaphore. Blurb

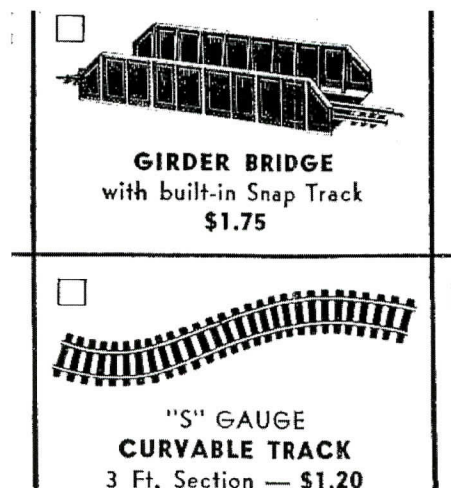
and photo on SHS 2-8-0. Review of AM SD60 and SHS ore cars. Article on Littletown buildings.

- Oct. '04 *CTT* - The AF layout of Nick and Tom Mescher. O&S Horseshoe Curve layout of Don Williams. Long-term review of SHS F7. Review of AF Mystic Station and the Baggage Smasher.

ATLAS CURVABLE S TRACK

I had never heard of Atlas Tool Co. producing any S scale product until I ran across the accompanying ad in the December 1957 issue of *Toy Trains* magazine for "S" gauge curvable track at \$1.20 per 3-foot length. Perhaps some of NASG's old-timers remember this product? I would assume that the track used code .100 brass rail on fiber tie strip similar to Atlas' 75 cent HO flex-track at the time. This would be a bit surprising, however, considering that American Flyer dominated the S gauge market at the time and could not have operated on code .100 rail.

- Gil Hulin



LAST RUN, TOM JARCHO

We have lost a great one. Tom Jarcho passed away this weekend (last week of August) after a valiant battle with the big C. Tom wrote the *Roundhouse* column for the *S Gaugian*, a tips and tricks and how-to fix column. Tom was a big advocate of "on-the-floor" running and created amazing layouts

that he changed over and over again. He did have a battle for a few months with "the Futon from Hell" which limited operating space. We have lost one of the greats, but his influence will be felt for many years to come by those who are able to fix their trains or repair a layout glitch by referring back to one of his articles. There is hope that maybe the articles will be combined into a book sometime. I will miss him terribly. Even though we wrote similar columns for different magazines, it was never in competition, as we tried to compliment each other. The whole is greater than the sum of its parts! I am sure that Tom is organizing the biggest "on the cloud" layout ever now.

- David Dewey

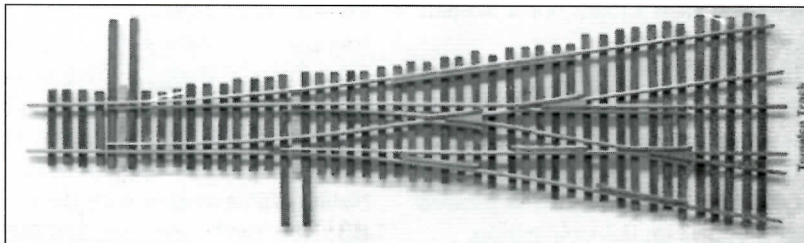
Like many of us, I'm sure, I am speechless over the passing of Tom Jarcho. I never met Tom, but I spoke with him on the phone a few times, and I told him how honored I was to be speaking to an "S Legend". I've often said that each of us brings to this hobby our own individual talents. Some are very proficient at fixing trains, some have superior knowledge of collectibles, others are excellent carpenters and electricians, and yet others still can design and execute clever devices and build elaborate layouts. We were fortunate that Tom Jarcho had skills in many of these areas, but he had another very important talent - he knew how to write about them. His generous sharing of knowledge has certainly contributed to my enjoyment of the hobby. Farewell Tom, and thankyou for a wonderful ride.

- John Eichmann, Rocky Mountain Hi-Railers

Tom Jarcho was also very active on the S-Trains internet list. He actually posted this final message himself on August 13: "I want to let you know that I have had to quit as writer of The Roundhouse repair and operating column in S Gaugian Magazine, due to ill health." - ed.

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S-CALENDAR

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.

Feb. 17-19, 2005: 20th National Sn3 Symposium, La Quinta Inn, 21338 U.S. 19 North, Clearwater, FL 33765. Registrar:, 7400 Delaware Dr., Spring Hill, FL 34607.

April 29-30, 2005: Spring S Spree, Dayton, Ohio. Holiday Inn Dayton Mall - 937-434-8030. spree Chairman: Denny White - 9 3 7 - 4 2 6 - 3 6 1 6 , dwhite@woh.rr.com.

June 18-26, 2005: TCA National Convention, Seattle-Tacoma Washington.

July 3-11, 2005: NMRA National Convention and Train Show. Cincinnati, OH.

July 26-30, 2005: NASG Annual Convention, Altoona, PA - Hosted by Alto Model Train Museum Assoc., Ramada Inn Altoona, (814)-946-1631 for reservations. Info (814) 224-5414. www.amtma.org.

Aug. 2-6, 2006: NASG Annual Convention, Pontiac, Michigan (northern Detroit area), Details TBA.

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Summary Minutes of the NASG Board of Trustees Meeting, 31 July 2004

The 2004 Board of Trustees meeting was held at the NASG National Convention, Arlington Heights, IL on July 31, 2004 from 7:55am until 12:30pm.

BOT Members Present: Richard Karnes (chair in Roy Hoffman's absence), Michael Shea, Bill Fuhrman, Walt Jopke, Michael Greene
Proxies: John Foley present for Roy Hoffman, Alan Evans for Gil Hulin

Committee Chairs Present for Committee Reports: John Foley (Promotions), Lee Johnson (Convention), Bill Mark, Jr. (Clearinghouse), Alan Evans (Freight Car Project), Jeff Madden (NASG Dispatch), Jamie Bothwell (Elections), Dick Karnes (Mobley Library), Michael Greene (Web site)

Committee Reports Made & Accepted Unanimously

Clearinghouse: Bill Mark provided a general report on the Clearinghouse status and activities. A motion was approved to raise the postage for Clearinghouse purchases to fifteen percent (15%) of the purchase amount, in order to better align postage costs with receipts. There was some discussion on stocking a new style of shirt, but such a decision was deferred as there is still a reasonable quantity of existing style shirts on hand.

Convention: Lee Johnson presented the Convention Committee report:

· The 2003 National convention had approximately 200 registrants, and the NASG received approximately \$4800 in proceeds after convention expenses were paid.

· The 2004 Western Regional convention experienced a net loss of approximately \$1900. The BOT unanimously approved a motion to close the books on the 2004 Regional Convention, on the assumption that the remaining convention cars will be sold, and to provide some assistance to the Convention committee to cover the loss. The assistance approved in the motion was to forgive the 2004 Regional Convention committee the \$1000 loan made by the NASG to the Convention Committee, provide the remaining unused insert for the NASG

Dispatch to help promote the sale of the remaining convention cars, and if a loan was required to cover expenses while the sale of the remaining conventions cars was completed, the NASG would cover the interest on such a loan (not principal) for up to 12 months.

· The 2005 NASG National Convention will be held July 26-30 in Altoona, PA. The Convention Committee received and reviewed the schedule of events for the convention, and is pleased with the progress on this convention.

· The BOT received a proposal from the Southeastern Michigan S Gaugers for the 2006 National Convention to be hosted in Pontiac, MI August 2-6. The proposal was reviewed and unanimously approved.

· There was additional discussion on the status of convention proposals for 2007 and beyond.

· The BOT decided it will not likely sponsor another regional convention in the foreseeable future.

Election: Jamie Bothwell presented the Election Committee report. Officers up for election in 2006 are: NASG President, NASG Treasurer, Eastern VP, Western VP, and Central VP. Candidates are sought for all positions - contact Jamie, nominations are due by November 15. A call for candidates will appear in the *Dispatch*. At the time of the BOT meeting, Hoffman indicated he did not plan to seek re-election, Fuhrman & Jopke indicated they plan to run for re-election, and Shea & Hulin were undecided. The 2006 Ballot will also include a proposed amendment to the NASG Constitution, Article II, Section 3, revising the membership period to be annually beginning in the month the member's application for membership is received.

NASG Dispatch: Jeff Madden presented the *Dispatch* report. No increased expenses were requested. NASG Estate Package will be included with the August *Dispatch* for existing members, and in the New Member package. Compliments to Jeff on the NASG *Dispatch* were received from the BOT and MI Printing (via John Foley).

Mobley Library: Dick Karnes presented a report outlining library activity since its inception (2-11 requests per month), along with a current report on funds expended to date from the amount approved when the library was established. Compliments were issued by the

BOT.

Awards: Brief discussion of the 2005 awards. Standard wording was approved for the annual BTMA award.

Promotions: John Foley presented the Promotions Committee report and the proposed 2004-2005 Promotions Committee Budget Request. BOT requested the NASG Secretary send a thank you letter to the Rocky Mountain Hi-Railers for their support of the NMRA National Convention with their club layout. The BOT approved \$14,000 as the budget for 2004-2005 Promotions, which includes \$3,000 in discretionary funds for the Promotions Committee to support other promotion opportunities that may arise during the budget year. In addition the BOT approved a policy on the amount of support that the Promotions Committee can commit from their discretionary funds, without bringing the opportunity to the BOT for individual approval. That policy is:

At the discretion of the Promotions Committee, the Promotions Committee may support S related events at an amount not to exceed \$200 per event, over and above reimbursable expenses (e.g. table rental), and to be funded by the previously approved discretionary funds in the Promotions Committee budget.

Freight Car Committee: Alan Evans, Dick Karnes, and John Foley delivered a joint committee report on the Armco Steel Building project, the Pullman Car project (sales are very brisk, expected late summer/early fall), and the Brick Building Project (development back on track, expected by the end of the year, orders now being taken). A motion was approved to change the name of this committee to the Special Projects Committee, in recognition of the fact that this committee is responsible for a variety of project types, not just freight cars. In addition a motion was approved to donate four Pullman cars to the 2004 NASG National Convention Committee to be used as door prizes at the 2004 Convention.

Web Site: Brief update from Michael Greene, including discussion of new online membership system being developed for the NASG by member Stan Furmanak.

In other business, the BOT took the following actions:

· Approved a change to the NASG Bylaws, where the NASG Secretary's duties will be amended to include respon-

sibility to set the annual BOT time & meeting place

- Extended thanks & compliments to Dick Karnes for all of his hard work on the new NASG Estate package (distributed with the August *Dispatch*).

- Approved a policy to authorize the NASG Clearinghouse to sell NASG Standards Gauges to dealers for resale, at a 30% dealer discount.

- Discussed NASG regional conventions and reinforced the policy that any NASG sponsored event (including regional conventions) requires BOT approval

- Discussed the concept of establishing a volunteer recognition program. Greene has the action to develop a proposal and return to the BOT

- Reaffirmed the NASG's willingness to entertain proposals requesting NASG support of commercial proposals for new S scale products. Any and all such proposals may be brought to the BOT only by a member of the BOT.

- Respectfully submitted,
Michael Greene, NASG Secretary

Summary Minutes of the 2004 NASG General Meeting, 31 July 2004

The 2004 NASG General meeting was held at the NASG National Convention, Arlington Heights, IL on July 31, 2004. Attendance at the meeting (not including BOT members & proxies) varied from 18 to 37 during the course of the meeting.

BOT Members Present: Richard Karnes (chair in Roy Hoffman's absence), Michael Shea, Bill Fuhrman, Walt Jopke, and Michael Greene

Proxies: John Foley present for Roy Hoffman, Alan Evans for Gil Hulin

A motion was approved to waive the reading of the 2003 NASG General Meeting minutes, and the 2003 Minutes were approved.

Dick Karnes presented a report from the 2004 NASG Board of Trustees meeting held earlier the same day. [Note to NASG *Dispatch* readers - refer to the Minutes

from the BOT meeting for the details of Dick's report, and in addition, Committee Chairs' reports at the General Meeting, as summarized in these minutes, only include details not reported in the BOT Meeting minutes.]

Mike Shea delivered a Treasurer's report, advising that the NASG had a positive cash flow of approximately \$27,000 in this fiscal year, but reminded members that much of this was due to the changes in the membership renewal cycle, and late dues collections from the 2003 fiscal year. Membership remains approximately the same, with the current membership being approximately 1780 members.

Lee Johnson delivered a Convention Committee report, noting that:

- the 2003 National Convention had approximately 200 registrants and was profitable,
- the 2004 Regional Convention had approximately 43 registrants,
- the 2004 NASG National Convention has approximately 250 registrants,
- the 2005 National Convention is scheduled in Altoona, PA
- the 2006 National Convention is scheduled in Detroit, MI
- Proposals are being sought for the 2007 National Convention
- the Convention Committee has received a letter of interest from the Bristol S Gaugers in regards to hosting the 2008 National Convention, and
- 2009 and beyond are currently open.

Lee also reminded attendees that the number of attendees staying in the convention hotel affects the amount the Convention Committee must pay for the use of the Convention facilities. More room nights reduces the facilities charge.

John Foley provided a Promotions Committee report, thanking a number of volunteers (individuals & clubs) and noting that as a result of these volunteers' efforts the NASG has been/will be represented at many major model railroading events, including: NMRA National Train Show (BASS & Rocky Mountain Hi-railers), National Narrow Gauge Convention (Lee Johnson), S Fest (Alan Evans), Amherst Railway Society Train Show (Springfield, MA) (Bill Fuhrman), and many others. John also discussed the NASG's advertising program including the cooperative advertising involving var-

ious manufacturers.

Dave Blum reported on a survey he conducted of all clubs regarding NASG membership, and indicated he got a range of responses from those who thought the NASG was all scale modelers, and those who thought the NASG was all American Flyer modelers.

Jeff Madden presented a NASG *Dispatch* report, and indicated that the NASG prints approximately 2000 copies of each issue to cover member mailings, new member packages, and to have some for promotion.

Mike Shea reported on changes in the Membership Secretary, thanking Michael Paschall, who had served for 5.5 years, for his work in this important area. Mike also reported that the BOT had enacted a new policy to provide 30 days (or less) response time where appropriate on any activities that accept orders, handle membership applications, etc. And there was discussion of the work being undertaken to provide a new online membership system.

Alan Evans provided a Special Projects Committee report, while Dick Karnes provided a Contests Committee report (the NASG is currently seeking a co-chair for this important committee), and a report from the Mobley Library.

It was noted that we had not offered the First Timer's orientation at the 2004 National Convention, but plan to get it back on track for the 2005 Convention. There was very positive feedback from one meeting attendee who attended the First Timer's orientation at the 2003 National Convention.

And finally a general discussion ensued about some/more activities for kids at the convention. Michael Greene briefly summarized the NMRA's well attended Junior College program. A couple of members have agreed to investigate options for 2005.

Respectfully submitted,
Michael Greene, NASG Secretary

Jeff's Jct. cont. from page 5

if there are enough regular dealers in the area who stock the particular manufacturer's items. This would include items such as SHS, AM, Pine Canyon, DSL, etc. Some manufacturers don't wholesale, so they might benefit from the proxy idea more than others.

Another idea would be for some dealers and manufacturers to partner up with others who don't have competing products. As a result, the owners may not be there, but some product would be. It would keep their name and product in front of the customer. At the NASG convention I would have liked to have seen

Banta, SSL&S, PHM, the new owner of LVM, MMT, Lionel, K-Line, Mountaineer Precision Products, Kaslo, Pine Canyon, SNS, American Hi-Rail, etc., etc. True, some of these mentioned did have products there via dealers.

Yes, I know there's E-bay for those selling collector's items and large estates, but many of us don't have the time to fool with E-bay, and some of us just prefer shopping face-to-face and being able to physically view and handle a product.

- Jeff

NASG 2004 CONVENTION CAR

A Review by Richard Lind

The 2004 NASG Convention Car, imported by Des Plaines Hobbies, is an excellent addition to available products in S gauge. It's a finely detailed model of a welded double plug door insulated box car built by the United States Railway Equipment Co. in Des Plaines, Illinois. These cars were commonly seen in the late 1960's, 1970's and 1980's carrying food products, such as Campbell soups and building products, such as plywood, and sometimes beer. They were equipped with Evans DF-B or "Air-Pac" moveable bulkheads.

The initial impression of this model is that it's big and hefty. The prototype car, CNW 600500-

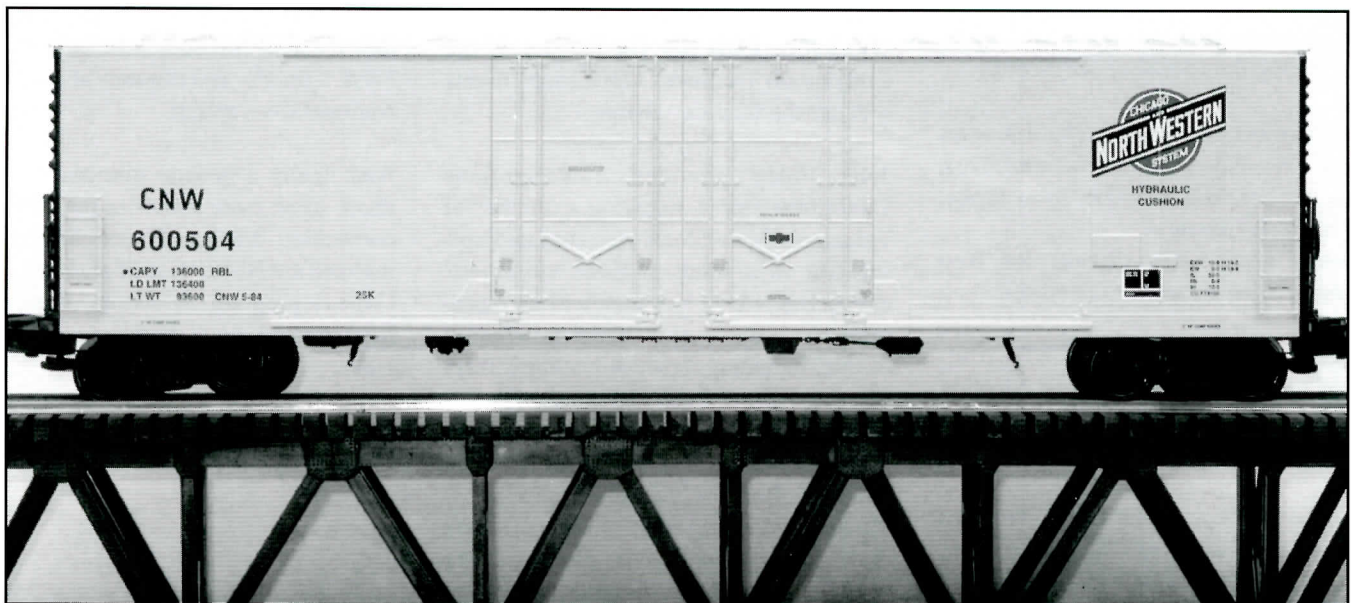
600609 was 52' - 5" long inside and the model is accurately scaled. Since the prototype has a Cushion-Pac sliding sill underframe, the length between the pulling faces of the couplers is 60' - 3". The car was also built to AAR Plate C clearances, which means that this car should be about 5 scale inches higher than American Model's Plate B ACF Railbox car. It weighs about 11-3/4 ounces.

The doors are Superior leverless plug doors, RBL-type, with molded-on detail. The door tracks and door stops are molded-on in low relief. The ends are Stanray Corporation standard improved dreadnaught ends. The roof is a

Stanray standard "X" panel roof with riveted construction. The roof overhangs the side and end plates by a scale 2-1/4 inches and has rivet detail along its edges.

The model doesn't have rivet detail on the seam caps joining the 5' 1-1/2" wide intermediate roof panels. The model has etched stainless steel end platforms with rectangular openings. The Peacock hand brake is finely detailed, but lacks a bell crank under the body, which would interfere with the swing of American Flyer compatible couplers.

The model has eight four-rung ladders with mounting brackets cast into the car sides and wire handholds between the ladders on the car ends. The sides are detailed with weld seams, molded-on plac-



ard boards and defect card holders. Placard boards are applied separately to the ends. The model is finely finished with yellow sides; black, white and red herald; black ends and underbody and an aluminum roof.

The model is equipped with improved 70-ton Barber S-2 trucks. The trucks are unsprung, but the sideframes rotate easily about the truck bolster to provide equalization. The lettering is crisp and even the scale 1-inch high lettering is legible with sufficient magnification. The lettering is correct for this car as it was repainted in 1984.

In my haste to get this car on the rails, I started installing Kadee No. 808 couplers in Kadee No. 802 coupler boxes, to avoid any painting. There are two holes on the floor on each end, and the holes nearest the ends looked appropriate for installing the Kadee couplers with a single 2-56 screw. I mounted one coupler and found that it was about 1/16" too high when checked against a Kadee coupler height gauge. I wasn't prepared to make a 0.060-inch high coupler box shim, so the car was put away.

After looking at old photos, I decided I needed to design and build a pair of draft sill castings to get the coupler boxes out beyond the end of the car. As luck would have it, I had an opportunity to talk to Ron Sebastian at the Central Jersey S Scalpers' Fall Get-Together in South Amboy, New Jersey. Ron reached in his pocket and pulled out a set of draft sill castings. He didn't have any to sell, but he told me to send him an email and he'd mail me a pair. A couple of days after I emailed Ron, the draft sill castings arrived. They were made to replace the Kadee coupler box. I put in the Kadee couplers and sealed the draft sills shut with Tenax 4R solvent cement. Then I mounted the first one with the screws provided. The second draft

sill was about 1/16 inch too long, because the underframe was offset 0.013 inches toward the B end. I took the blacksmith approach and shortened it at the bolster end with a big mill file. With the draft sills in place, the couplers were at the correct height.

This car will please modern era modelers and anyone who appreciates attractive paint schemes on an accurate and well done model. I'm hoping there will be future runs of this car in other paint schemes or undecorated. Des Plaines Hobbies has decals for this car in the red or sky blue Evans Products Company scheme, such as USLX 11250 - 11497, but it's not listed on their web site. Door operating instructions from the Des Plaines Hobbies decal set, combined with C.D.S. dry transfer set number 237(a) should work for British Columbia Railway series BCIT 800200 - 800649. The BCIT cars are olive green with a light green door on the right and a yellow-orange, green and white logo.



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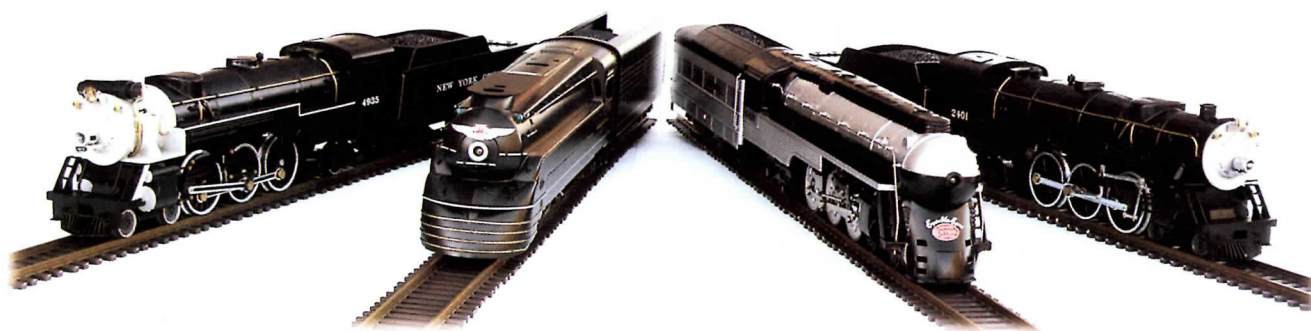
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