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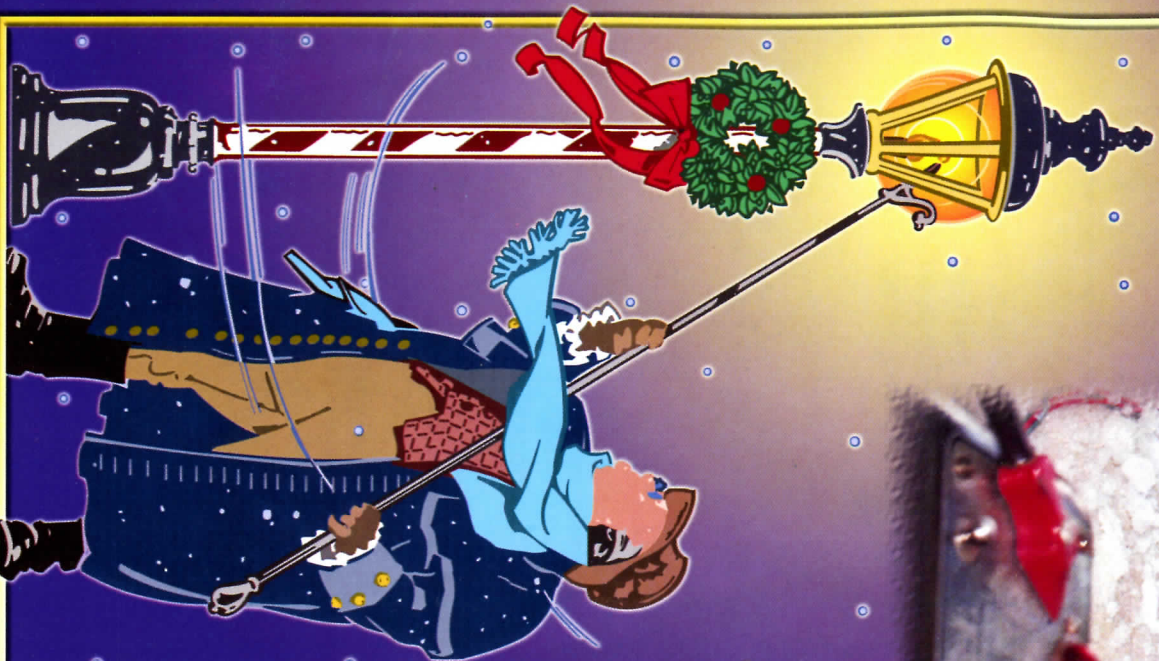


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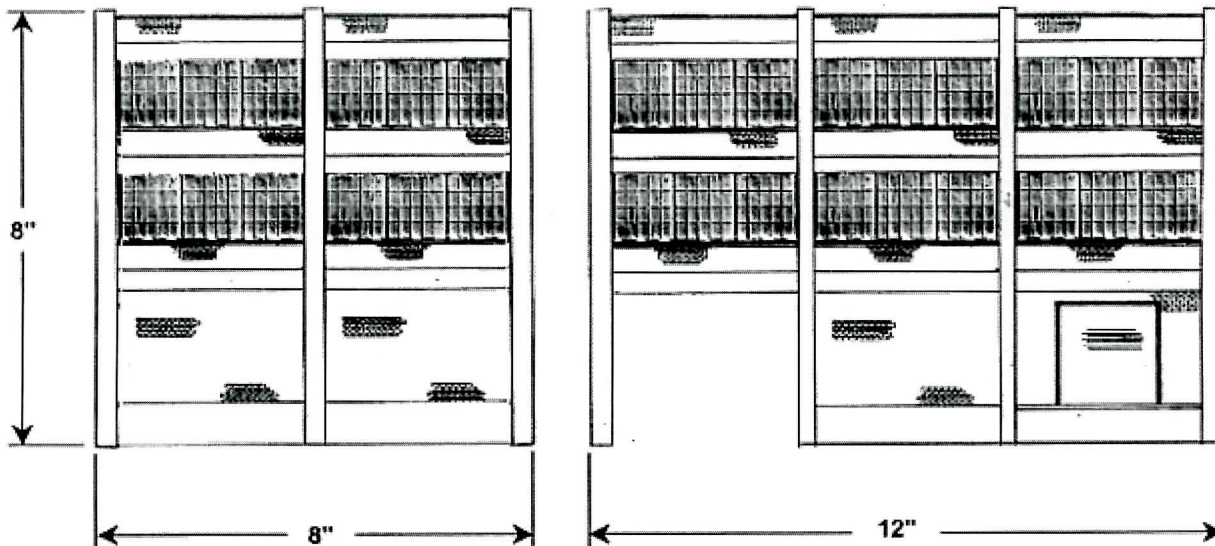
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Official Publication of the
National Association of S Gaugers

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

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COVER: The American Flyer Christmas scene is one of an annual one that Badgerland club member Paul Rembas sets up in a Waukesha Ace Hardware store. Other photos are of the Lionel Docksider and a "new" release AHL truck by a new owner.

ORDER BOARD

Volume XXVIII Number 6

December, 2004



Brick Building Order Form	2
President's Message, NASG News,	4
Jeff's Junction and Rmail	5
New Products Report	6
Straight and NarrowDave Heine	8
Last Run (Howie Waelder)	9
Meet an S Gauger - Bob WerreBill Fraley	10
What S New	12
NASG Pullman Ad	13
Fall S Fest ReportJeff Madden	14
This Time It's S, Chapter IIJeff Madden	18-21
Fixin' Flyer	22
Club SandwichDave Pool	23-27
Extra Board	28
S Calendar	29
NASG American Flyer Cars	30

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PRESIDENT'S MESSAGE....

Last time around, I mentioned "Christmas Memories" in the President's Message. I mistakenly thought that the message was destined for the December issue of the *Dispatch* and it wound up in the October issue. Considering the constant push by the merchants to make Christmas earlier and earlier, I didn't intend to aid that practice and I apologize. Now I can safely wish all a happy holiday season and a prosperous 2005.

2004 was certainly a banner year for S in some of the mainstream model railroad publications. It culminated with an outstanding 8 page article on Ed Loizeaux's NYC Valley Division in the *Great Model Railroads* (GMR) 2005. An interesting pattern grew out of Ed's article and my own article in the October 2004 *Model Railroader* (MR). It started with an email that Ed posted to the S scale group on Yahoo. In it he lauded my efforts to build a layout all by myself. Ed's layout was built by himself and a group of friends. Ed's approach was well written up in the GMR 2005 article. He realized that he wasn't getting far enough on his own and found a way to enlist a bunch of other modelers to help in his construction. The result speaks for itself.

I never really gave it much thought before Ed's message. In the old days, it was common for one to do their own layout construction and try to develop the necessary skills along the way. However, Ed makes a strong case for a group effort. You have collective expertise at your disposal and layout construction goes quicker and smoother. In my own case, it boils down to my being a jack of all trades and master of none. That's why I admire the folks that build such beautiful contest entries and have modeling skills

that can produce prototype oriented layouts with the utmost precision. I am happy with what I learn and accomplish though. It all comes down to what the individual wants to employ in building their layout. Personal enjoyment is the key.

There are many ways to approach layout building, but it really boils down to these two major methods. Either one constructs the entire layout by themselves or he enlists the help of other model railroaders. Ed not only benefited from the expertise that was brought in, but the helpers were not S scalers and got to work with S. It must have been great to work together on the layout. I miss out on that kind of camaraderie.

Another good example of a bunch of modelers working together is the various S club portable layouts that are taken to shows, etc. That's a great way to have collective fun in building and operating an S pike that can be seen by lots of people.

Another way to do the group approach is to have a round robin. At a recent NMRA Regional Convention, I talked to Richard Lind and Dan Vandermause who along with Sam Powell, have a round robin schedule. Each member is doing something different at the moment. There is layout planning, scenery construction and track laying. This makes the whole thing very enjoyable as the team progresses on each layout.

So whatever your cup of tea is as far as layout construction, the main thing is to just get in there and do it. Our layouts are still the best promotional tool that S has no matter how we build them.

- Roy Hoffman, NASG President

NASG NEWS

Pullman Car Update - Availability, Lettering by Dick Karnes

By the time you read this, all the pre-ordered Pullman cars will have been delivered, and the green cars have been sold out. Those of you who missed out on the preordering can still purchase Tuscan, grey, and CNR cars.

There's always something that's overlooked in the planning, and for the Pullman project it's instructions for where to apply the dry-transfer lettering. On all these cars, the car name should be applied directly in the center of each car side, midway between the belt rail (the raised strip below the windows) and the bottom of the car side. None of the "Pullman" words are required on any of these cars. They are included in the lettering set only as "freebies" for other lettering projects. Use the large "Pullman" on unlettered letter-

boards. The small "Pullman," to be applied at both ends of the letterboard on each car side, is for road-named cars operated by Pullman. No cars either owned or operated by Pullman carried car numbers - only car names. Consult photos of your favorite cars for reference.

We have a very few extra lettering sets in all styles for \$5 per set postpaid while they last. Send requests to me at 4323 86th Ave. SE, Mercer Island, WA 98040-4124, or e-mail me at karnesrn@earthlink.net. We do not contemplate a second run of the lettering sets because each set is capable of lettering anywhere between 32 and 45 cars, depending on the lettering style and color. Given that we will have placed lettering sets with each of 650 cars, there's enough lettering out there for over 25,000 cars. So it should be easy to find other purchasers who can furnish the specific car name(s) you want or need.

RAIL MAIL

Not a Heart Transplant: *This was the message inadvertently mentioned in last issue's Club Sandwich under the BASS club. Arden Goehring sets us straight in his own words - "At Christmastime last year I got a horrendous backache. After 7 weeks of tests I was diagnosed with Multiple Myeloma, a cancer of the*

plasma cells in the bone marrow. It is similar to Leukemia. I had several months of chemotherapy to prepare me for a transplant for which I was my own donor. I had a bone marrow stem cell transplant in September. I am now almost back to normal. I have achieved remission... Now I am back at work and working on my railroad. Sherman Hill was delayed but not canceled.

- Arden Goehring

Continued on page 30

Jeff's Junction



Hi-rail and Scale are where it's at!

I noticed something profound at a Badgerland club meeting a while back wherein several newer members attended. These newer members were of the ilk: "I just unpacked my old Flyer, and I'm getting ready to start up a new layout." So these newcomers to today's S had oodles of questions about the products of the current manufacturers that were compatible with older Flyer. There was a constant barrage of queries - which track? Which rolling stock? What about locos? AC or DC? How much? Where can I get it, etc., etc?

Jaws usually dropped when the newer non-Flyer items were displayed on the host's hi-rail layout. Running was a double-headed AM Superliner set and a string of AM and SHS hoppers pulled by 4 AM GP35s. These all had hi-rail wheels and AF type knuckle couplers. Track on the lower level was AM code 148; on the upper level Gargraves. Structures were a mixture of Plasticville, scratchbuilt and current kits such as LVM and Twin Whistle.

While the above reactions are common for those re-entering the hobby in S, I've also noticed that current Flyer operators just can't resist the newer S products that are Flyer compatible. This brings me to the point of this diatribe, and that is the newcomer and the older Flyer operators both seem to gravitate to newer products and thus, in reality, are becoming hi-railers and potential scalers in S. To quote the host while he was waving at his rolling stock, "As soon as more detailed cars come out by SHS, AM, and others, these Flyer cars are going down the road. I have no loyalty to Flyer or Lionel." The host does plan on keeping his stable of Flyer steam engines - can't blame him there.

Back to my point again - which is that I see S moving in the hi-rail/scale direction more and more. Remember, hi-railers are those who tend to want more realistic looking track, more detailed rolling stock, plus realism in structures and scenery. As long as AM, SHS, Des Plaines and the other manufacturers don't abandon items easily converted to scale, scalers should be pleased with this trend as well.

Why? Well, the long term trend of S model railroading is probably towards hi-rail being the norm. More and more true American Flyer will blend in with other products. Even Flyer by Lionel itself is working at more realism (the new 2-8-2). And speaking of blending, hi-railers and scalers have only a few minor differences - rail code, flanges and couplers.

Most S club layouts I have seen at shows and meets really are hi-rail layouts. For example, most use code 125 or 148 rail and mix vintage and newer equipment together when operating. These clubs also attempt to display realistic and detailed scenery on their layouts. This trend bodes well to interest the non-S modelers who are used to seeing the realism of many layouts in other scales. Scaler club members are usually happy to go the hi-rail route because they at least can run detailed equipment and work on realistic scenes.

No doubt Flyer is our heritage, and we need to show that off too, but the "new wave" products that folks can actually see and buy are what creates current excitement and interest. How many times have you heard somebody ask about a "Superliner" set or those SD60s or those detailed reefers or those stack train cars - WHO MAKES THOSE?

I am happy to see lots of reports from groups and clubs who are working with the Boy Scouts to display S and help with them gaining railroad merit badges. This is an excellent way to introduce youngsters to the hobby and especially to the scale of S. Our clubs who do this are showing Boy Scout age youth first hand the S of today and yesterday, which most likely will be the newer Flyer and hi-rail equipment.

My prediction - the S of today and tomorrow will mostly be hi-rail with the newer manufacturers leading the way. True scalers will benefit because the differences are minor. Just add KDs and scale wheelsets to hi-rail equipment and you're in. Flyer diehards will also benefit because they can add to their stable of rolling stock and accessories that are currently produced by Lionel, MTH and K-Line. And the more hi-rail that is produced, the more S gaugers are created, and the more scale and tinplate manufacturers will be encouraged to feed the bear.

So holiday cheers to Hi-Rail S products - they're making us all happy! Let's keep feeding the bear!

- Happy Holidays to all and to all a Good "S" Night! Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN HI-RAIL (37695 Jeanette Ct., Spring Grove, IL 60081 - 847-587-1116). Tom Hodgson of American Hi-Rail sprung a couple of goodies on us at the recent Fall S Fest. First, a RTR and painted resin shovel-nose Zephyr was unveiled for us to view. A three car set sells for \$475 and a 4-car set for \$550. These can be had in Burlington, B&M (Flying Yankee) or painted without lettering. They come in AC or DC, but AC is \$60 extra. You can get scale or hi-rail wheels - scale wheels cost \$25 extra. S&H is a minimum of \$20. Tom also displayed some really nice RDCs - details TBA.

ALLEGHENY MODELS (1410 Pembridge, Cincinnati, OH 45255 - 513-474-3848) also had some new laser kit items displayed at the Fall S Fest. One was the turntable kit (bridge and pit) that will come in 24" and 18" diameter. Another was the classis Quinnimont, WV, C&O combination station and tower. Inquire for prices on these and other mostly C&O style kits - and more coming says Bert Cutler.

BACHMANN (www.bachmanntrains.com). Here's a report from Don Munsey, Jr., we may be interested in: Bachmann has just given the On30 crowd an exquisitely detailed Climax locomotive that I believe has great potential for use in 1:64, either as Sn42 (right out of the box) or regauged for standard gauge and possibly Sn3. Listed as a 28-tonner in 1:48, she's a big one in 1:64 - but, in my humble opinion, very believable. The cab needs to be lowered a bit and some of the details swapped out for 1d:64 items, but I think that's all. The On3 folks have already listed the procedures for regauging to fl" actual gauge - it seems that perhaps Bachmann anticipated this

conversion and left the axles a bit long and the brake shoes a bit wider than required for On30. I don't know if there will be enough axle length to go all the way to 7/8" actual gauge, but, examining the trucks, it looks like swapping for longer axles should be nearly as easy (at least you won't have to re-quarter the wheels). I'm modeling Sn42, so I'm all set.

HOQUAT HOBBIES (306 Mountainview Terrace, Dunellen, NJ 08812 - hoquat63@aol.com) is back with Jeff Wilson stocking some of the regular S items currently available. He's also offering some exclusive custom painted rolling stock such as SHS 2-bay rib hoppers with CNJ, DL&W and Public Service of NJ. These are all black with white lettering. Three (diff. #s) cars \$99.95, single car \$39.95. Hoquat also has a complete stock of LVM kits.

KASLO SHOPS (www.kasloshops.com) has announced that the production run of the Pennsy N5C cabin cars has arrived. For those who ordered, kits will be shipped at the original cost. But, new orders will now be \$73.00 due to increase in Canadian dollar.

MIAMI VALLEY S GAUGERS (www.trainweb.org/mvsg). The Spring S Spree car in May of '05 will be an SHS wood-sheathed boxcar lettered for the Ivorydale & Millcreek Valley which is shortline of Proctor & Gamble. The large image on the car is of an Ivory Soap bar, a product of Cincinnati based P&G. The cars are \$45 with pickup at the Spree or \$50 if shipping is needed. Check the website for order form. Also note the Spree dates were changed from April to May - see Extra Board.

MOUNTAINEER PRECISION PRODUCTS (www.mpp-models.com or 859-283-5186) might make some Pennsy fans happy if there is demand for some laser kits of PRR Lines West lineside structures including a class A station 1st Class Section House and pack of 3 watch boxes. Let them know.

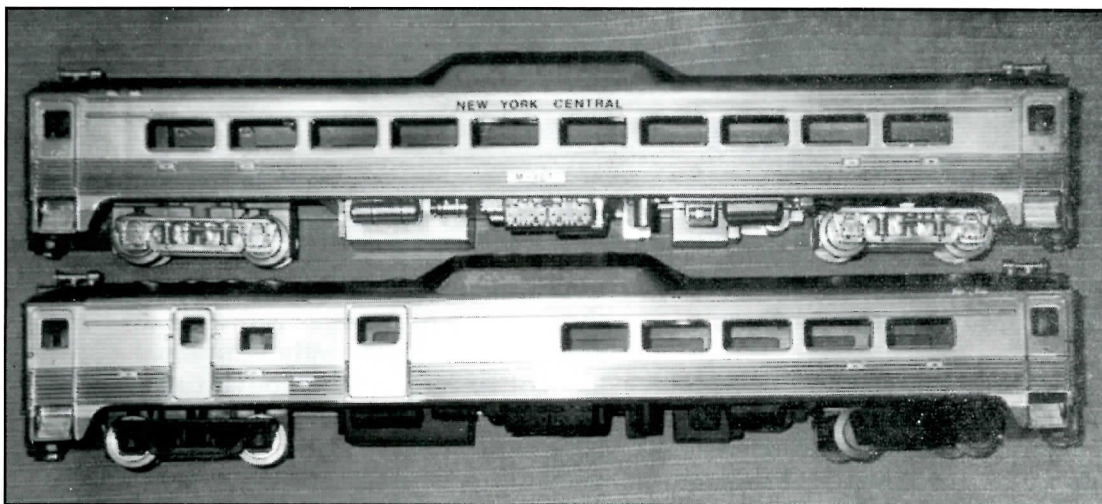
SMOKEN HOLE HOBBIES (www.dannowicki.com) has just come out with a street light for S scale. It is made of 3/32" brass tubing and comes in a choice of 3 colors: darke green, silver and black. It has a 12 volt bulb. You can get globe light or shade style. Price is 2 for \$8.00.

Don Munsey, Jr. photo

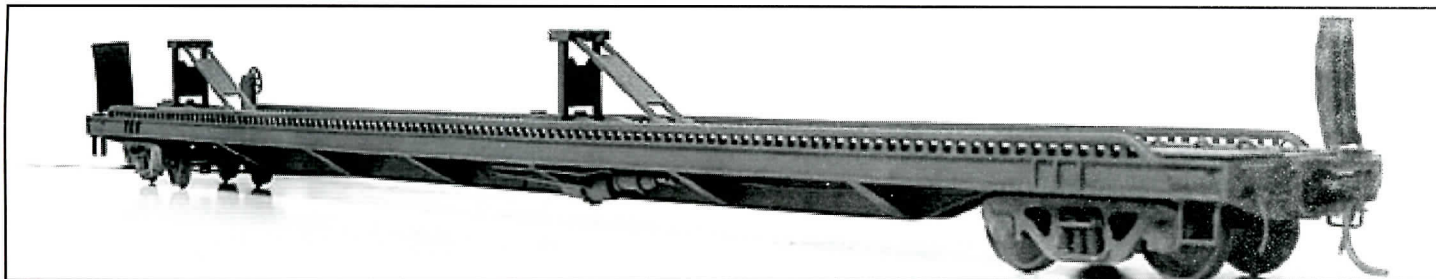


Bachmann On30 Climax with S car

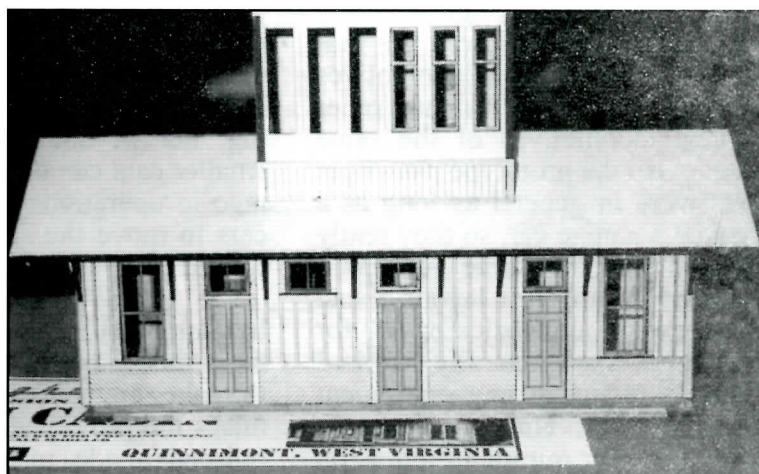
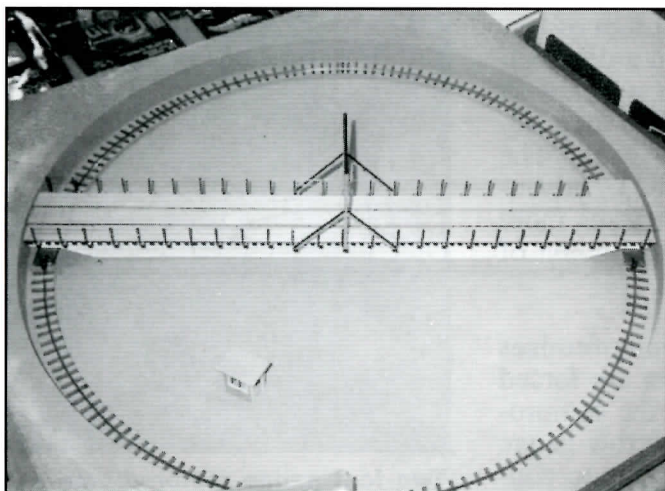
American Hi-Rail had samples at the Fall S Fest of two resin cast RDCs which will be available soon painted and ready-to-run. Price should be around \$200 plus or so.



Yes, the AHL (Hartoy) dies have resurfaced with new owner Tonkin Replicas of Washington State. Contact is www.tonkinreplicas.com; phone - 206-542-6919. Scenery Unlimited will be carrying them as reported in the *S Gaugian*. I think the Pines and Prairies guys are drooling over this one.



B.T.S. will be producing this PRR F39 piggyback flat car. These are models of the 75' TOFC cars which were produced for the Pennsy in 1955. Even in 1990 over 100 were still in service. The kits will be mostly pewter castings which can be soldered or glued together. The car will handle 34" radius curves, but would look better on larger. Similar cars were operated by the Erie and Wabash. Two SHS trailers will fit. January delivery - \$89.95



Allegheny Models showed off two new laser kits at the Fall S Fest. Left is the new turntable kit complete with bridge and pit. It is available in 18" or 24" diameters. Right is the pre-production model of the C&O Quinnimont tower/station - a must kit for C&O fans.

The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

Why Model Narrow Gauge and Some Other Odds and Ends

While in the process of designing my new layout, I was reminded of some of the advantages of modeling in narrow gauge. The prototype narrow gauges made some of the same compromises that we do, including sharper curves and steeper grades. In addition, in general, rolling stock was smaller and trains were shorter.

The late track planning guru, John Armstrong, wrote in one of his books, that the minimum radius where large steam locomotives and passenger cars would run and look acceptable was 42" for both On3 and HO. This corresponds to 57" for S and 31.5" for Sn3. I do not know if many use that large a radius in S but many use minimum radiuses in the 40+" range. Many Sn3 modelers use minimum radiuses of 30" to 32". In my case I used 48" for S and 32" for my Sn3 mainline. The logging branch and industrial sidings will be sharper. I also kept the 32" standard for my Sn2 minimum radius. Two foot narrow gauge railroads are somewhat different in that models of forney type locomotives require a larger radius than other typical locomotives of the same size. Also the prototype passenger cars were in general as long as a typical 3' gauge car, so they really need about the same minimum radius. On my last layout, I had used a minimum radius of 30" for Sn3 and that generally worked without requiring any equipment modifications. This time I went to slightly larger minimum radius on the mainline.

A grade of 4% was a typical maximum in narrow gauge construc-

tion, which is significantly steeper than standard gauge railroads, since grades significantly limit the amount of load a locomotive can pull. This is true in both the prototype and model world. Since many of us tend to have too many locomotives for the amount of rolling stock, the reduced load limits are not necessarily a bad thing. On my last layout, I had a long grade of about 3.5% and most of my locomotives could pull more than their prototypes. The exception was a train of brass passenger cars, whose trucks did not have the best rolling characteristics.

As for train length, in general narrow gauge trains were not long, plus the cars are shorter. Typical car lengths are 30 feet for freight and 44 feet for passenger. There were some longer cars, but they were not common. Earlier eras had shorter freight cars in the 24' to 28' range. For comparison, a 30' Sn3 car is about the same length as a 40' HO car. The Sn3 car will be wider than the HO car even though HO has the wider gauge. This means that two freight cars only take a little over a real foot of layout space. Unless you are modeling 19th century, you will not fit 10 freight cars on a 6 foot long siding, but in Sn3 you can. The smaller cars can also be an advantage in operations. It takes more cars to move the same amount of freight and passengers.

In summary, the compromises most model railroaders are forced to make, are some of the compromises the prototype narrow gauge railroads made, many due to construction costs especially for those in more rugged terrain.

One thing I have been noticing on

the Internet is increased interest in Sn2. This may be at least partially due to the fact that Train and Trooper is going forward with their forney project and will be importing models of three different 2-4-4T forneys. Forneys were the most common type of motive power of the 2 foot gauge railroads in Maine. While Matthias Forney was an opponent of the narrow gauge movement in the 19th century, his locomotive design was adopted and used by the Maine 2 foot railroads along with other narrow gauge railroads. These locomotives will be the first Sn2 motive power produced. Prior to this, the options were to completely scratch-build or use a HOn3 mechanism as a starting point. There has also been recent discussion on the Internet regarding Sn2 module standards. If you are interested in any of this check-out the Sn2 group on yahoo or contact me.

And as always please feel free to contact me or send some pictures of your latest project to Jeff.

Dave Heine - davesn3@rcn.com



Two foot gauge restored caboose at the Maine Narrow Gauge Museum in Portland Maine. Track was formerly standard as you can tell by the ties. Photo Jeff Madden

LAST RUN..... Howie Waelder

It is with extreme sadness that I must report that we lost a great person last night (Nov. 24). Howie Waelder was a fireman during the steam era on the Long Island Railroad where he retired as a diesel engineer. Those who knew him, considered themselves lucky. You had to instantly like him. You could always hear him before you could see him - always laughing and telling the great "out on the road" railroad stories. We were roommates for many NASG and PRR conventions.

Howie was a consummate giver. He was always in the kitchen serving the masses at the CJSS Get Togethers. Howie was always good for a story. If you know of someone who can tell you their stories, record them now before it is too late. I failed in my attempt to record Howie. Please join me in remembering Howie Waelder. I



Howie with Bill Lane at Bill's wedding.

will never forget him.
- Bill Lane

It is very sad indeed to hear about Howie's passing. I had the privilege of knowing Howie for a good number of years. He could always be counted on to have a great railroad story from his days working

for the Long Island Railroad. We would talk about the LIRR, and he remembered my father and my wife's grandmother who also worked on the line. I will miss Howie very much as I know many others will. Today being Thanksgiving, I have something else to be thankful for - simply put, knowing Mr. Howie Waelder.
- John Foley

Hiram Graves called early this morning (11/25) to let us all know that our good friend Howie Waelder died. He had been in declining health since a cardiac episode two years ago. Robin and I had seen him in October, but since then it was becoming harder to visit as he was not well enough to receive friends. Although this is a sad day for me and my family, I am very thankful to have known Howie and to be able to call him our friend.
- Don Thompson

S has had it's share of characters and Howie was one of the most colorful of the bunch. Howie stood out in a crowd in many ways. I did a photo of Howie and John Bortz in the cab of the UP 844 a few years back - those guys belonged in that cab! Now he will be making that trip to the Roundhouse in the Sky and knowing Howie, with a full head of steam and

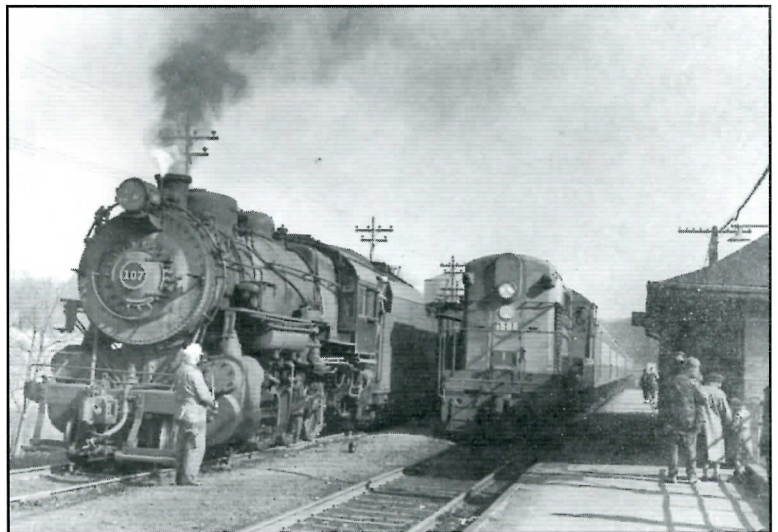


Howie Waelder (left) and John Bortz were bosom real railroad and S scale buddies. They are shown here at the San Jose NASG convention.

Photo Jeff Madden

the throttle wide open! A good friend indeed.
- Bob Werre

Very sorry to hear of Howie's passing. He was one of those unique individuals with a passion for the prototype and his job as well as S scale model railroading. I always enjoyed talking railroads with Howie and listening to his stories. Being a career railroader myself, I could chuckle over some of his "you wouldn't have believed it unless you saw it yourself" tales. He always made me wish I had experienced the steam days. Good bye old friend, you will be missed.
- Bud Rindfleisch



Ron Ziel photo showing Howie at work on the Long Island.

Meet an S Gauger

By Bill Fraley
Bob Werre

Bob Werre became a member of the National Association of S Gaugers when he was a fifth grader. (Probably at that time, the association was called the North Eastern Association of S Gaugers.) In no time at all, Bob was on the association's famed Letter Circuit, sharing his modeling ideas with Bernie Thomas, Leonard Giovannoli and many other well known S gaugers.

Bob models in S Scale, with a slight leaning towards Sn3 narrow gauge. He started his first scale layout in 1985 in a one year old second story flat built over the garage. Bob, not only, did a lot of

model scratch building in those days, he also scratch built his second story train room.

Bob models some of the Union pacific, Milwaukee, Soo Line and the Chicago North Western from the plains states to the Pacific northwest, with in the time span of 1945-59.

Somewhere in between Bob's going to college, working, and building his S scale model railroad, he must have found some time for girls as he married his high school sweetheart Pattie. This happened half way through college and then they ran out of money.

Bob and Pattie are blessed with two children, a son Miles and a daughter, Brooke.

Later, In 1971, Bob graduated from the Brooks Institute of Photography and has worked in the photography business ever since. Bob set up his studio in 1985.

Strangely, when I asked Bob what he likes most about S Scale modeling, he replied, "Meeting a strange bunch of people, and I am absolutely amazed at how they can all get together and have a great time" Hhhmmmmnn! Yep, you already guessed it, he was mostly talking about his Houston S Gaugers gang. (We hope!) Bob is also a member of the multi-scale San Jacinto Railroad Club.

Bob loves doing a variety of things in model railroading. He'll build a kit one day, scenery another and do another type of model railroad



activity in between those things. Plus his professional photography assignments which take him all around the world.

Bob also attends all the model railroad conventions he can. He made most all of the National Association of S Gaugers conventions since he joined, and he has attended a couple of National Model Railroad Association, Nationals, some NMRA Lone Star Regional conventions and is also very active in the NMRA's Division 8 meetings.

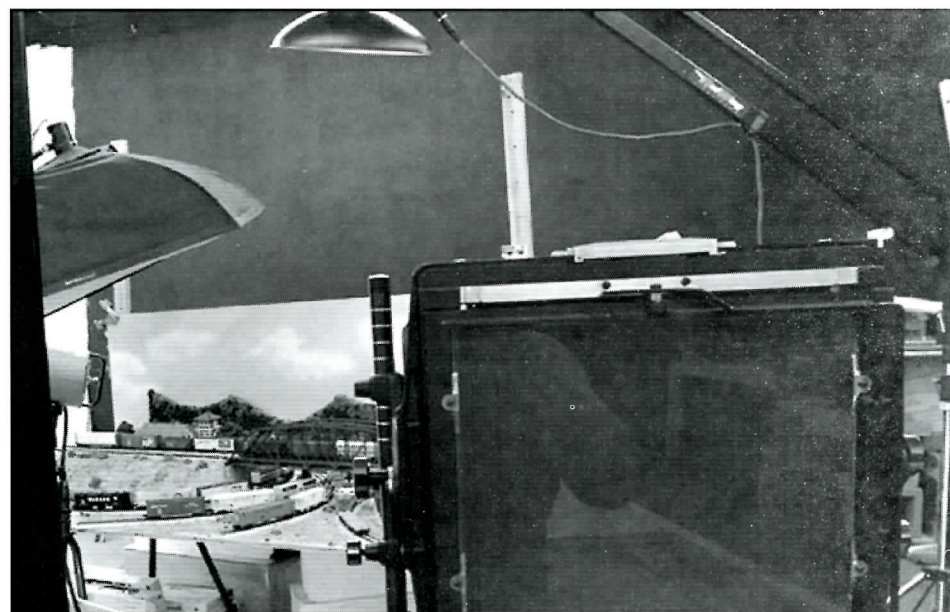
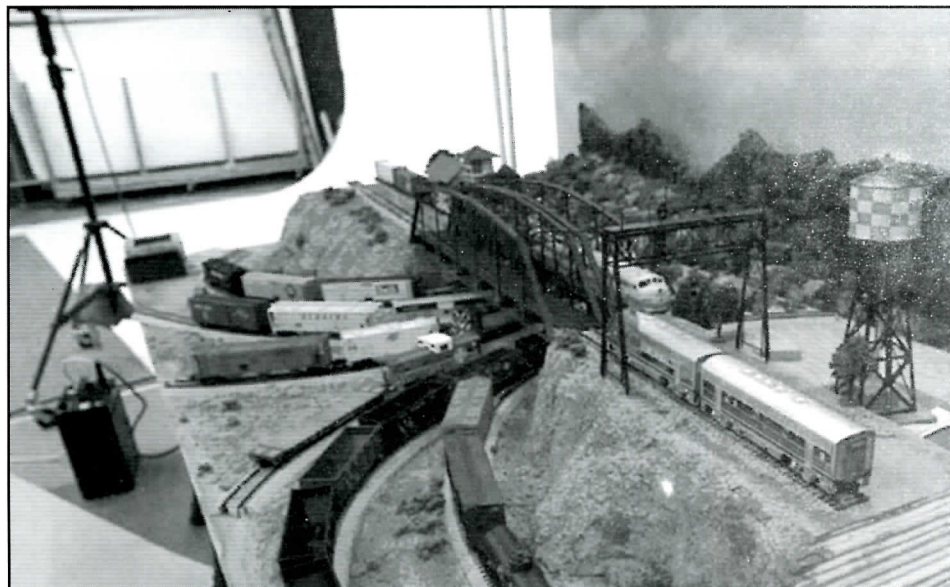
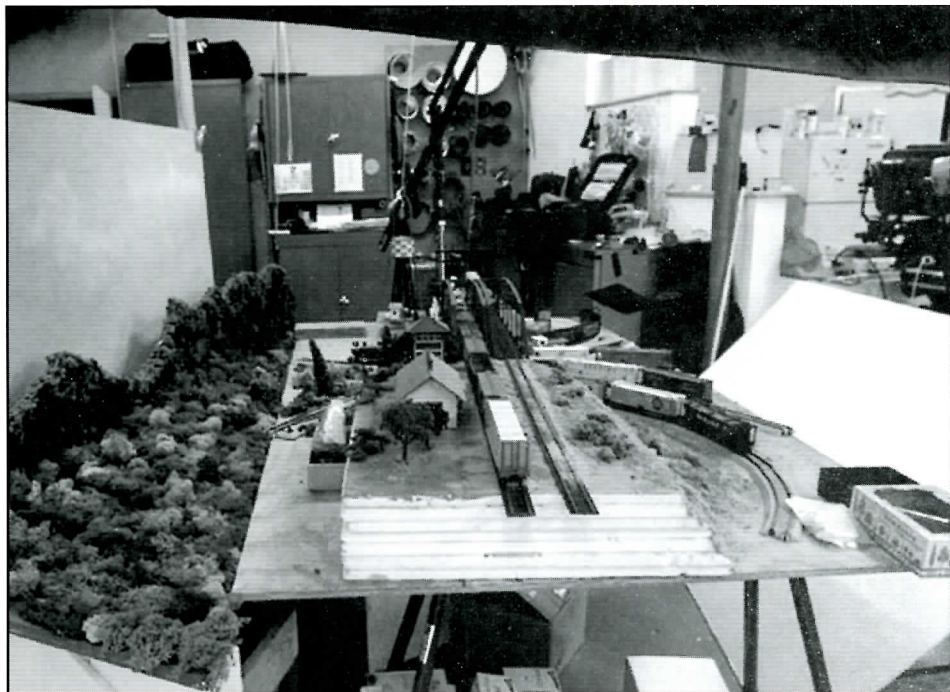
Note: Check out the Houston S Gaugers club on this NMRA site (http://www.lonestarregion.com/div_8/d8clubs.htm#Houston%20S)

Most of all, Bob loves "shooting" S Gauge model railroad photography. He often posts on the S List (S-Scale@yahoogroups.com) "If you have a great model railroad, and want to write an article about it, I'll come and photograph it for you." Now where else, but in S gauge, could you ever get an offer like that?

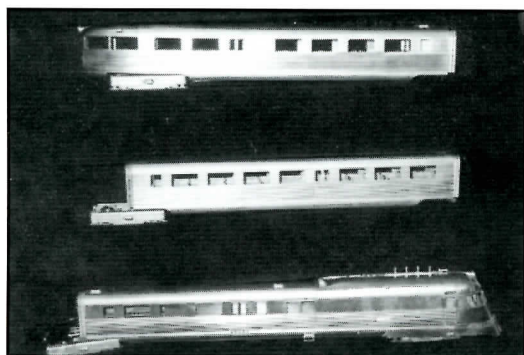
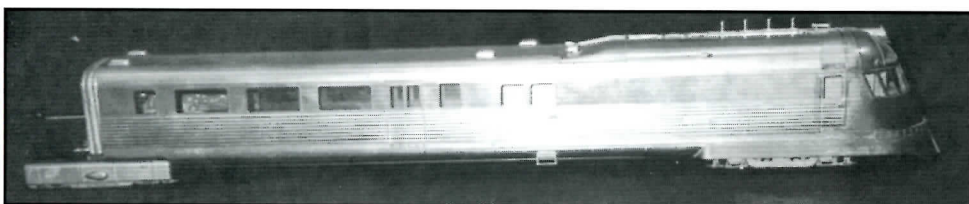
I've never seen Bob without his big smile and have never seen him an unhappy model railroader at our conventions. Yes, Bob is another example of why model railroading is fun and why he loves it so much and we love Bob!

Just maybe someday, we'll see his S scale model railroad handy-work in one of our magazines. Hey, why not, after all, we see his great model railroad photography in all of them.

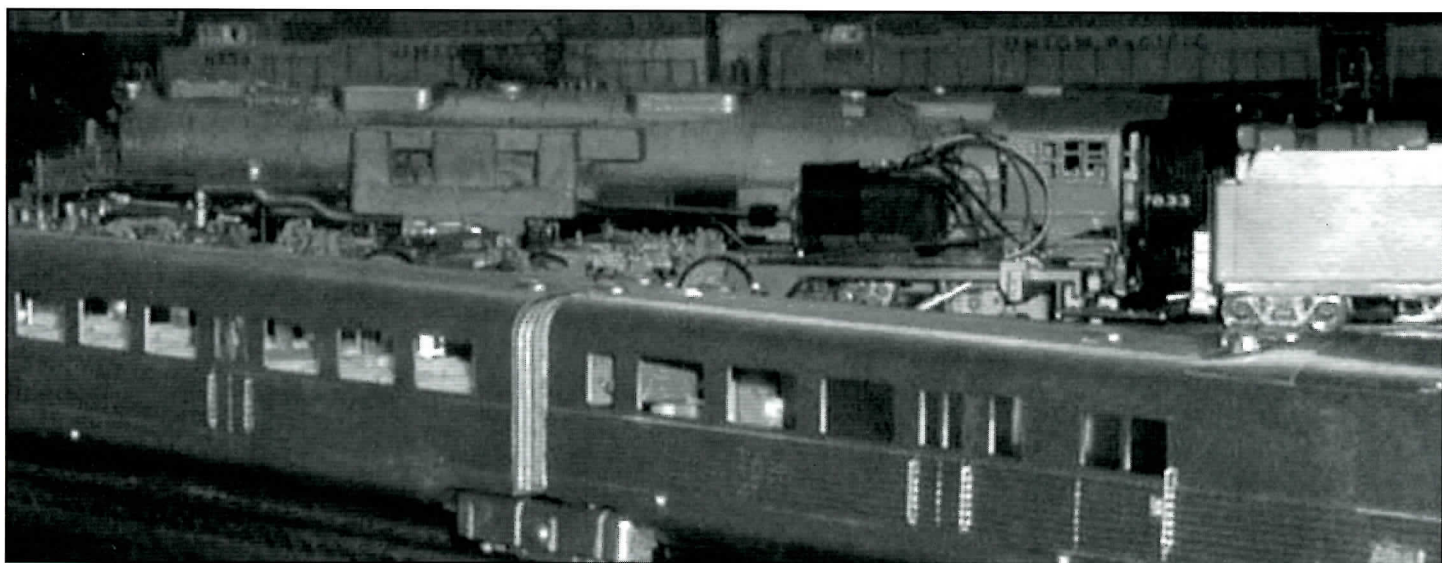
The photos at the right are studio setups that Bob did himself to prep for an S Helper Service Catalog. Bob took the photos. The photo of Bob on page 10 was taken by Bill Fraley and superimposed over a studio shot.



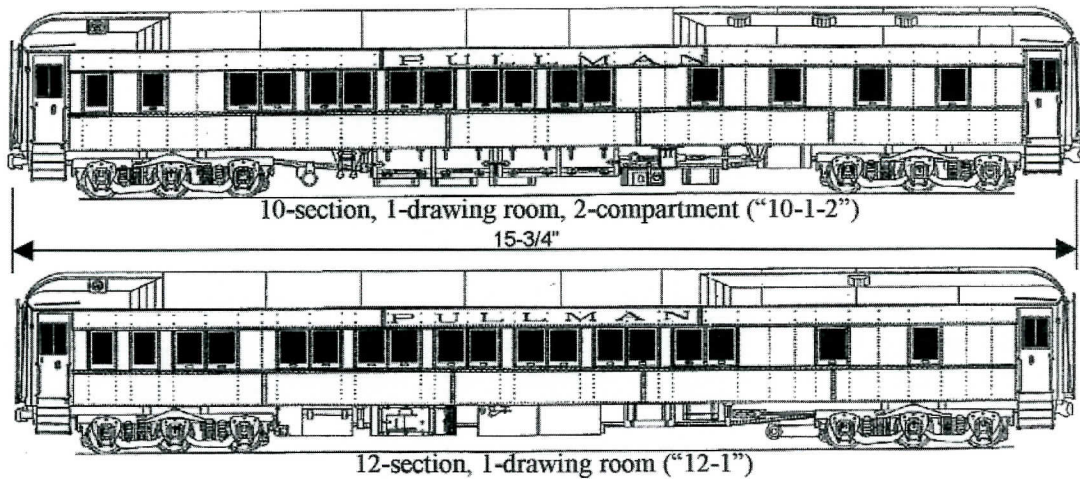
WHAT S NEW



Like the West Winds, the Zephyrs are coming in S. Seen at the Fall S Fest were two versions of the shovel-nose Zephyrs. Top two photos are Tom Hodgson's (American Hi-Rail) resin version. See New Products for details. Bottom three photos are of River Raisin's brass import showing the 3-car version of the Flying Yankee which is the one version that made it to the east coast. Both versions reportedly will be offered in hi-rail and scale. Thus we will have the classic streamliners available to both hi and low end markets. The devils will be in the details. Naturally, the brass version will be highly detailed and heavier; the resin version may have some less detail, but is certainly well done

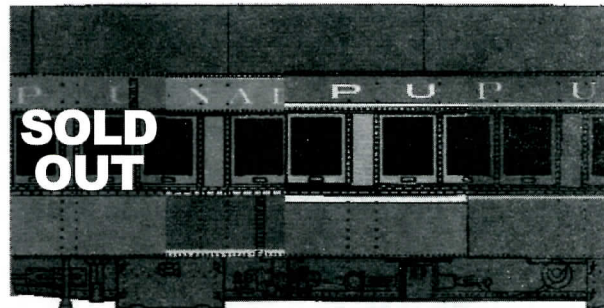


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FALL S FEST 2004

A Report
By Jeff Madden

The 29th annual Fall S Fest is now history. The Badgerland S Gaugers were hosts this year in the Milwaukee, Wisconsin, area. Like the 25th anniversary fest held in 2000, this one was at the same location - the Waukesha Expo Arena.

Attendance was solid at 373 registrations and 517 total people attending. The club had hoped for a few more but the economy and gas prices probably kept a few away. Regardless, it was a successful Fall S Fest with all the 200 some tables sold out.

Thirty two folks took advantage of the earlybird Kalmbach tour on Friday and 27 people went on the "family" Milwaukee boat and Sprecher Brewery tour. Many also took advantage of the Sunday lay-out tours on their way back home.

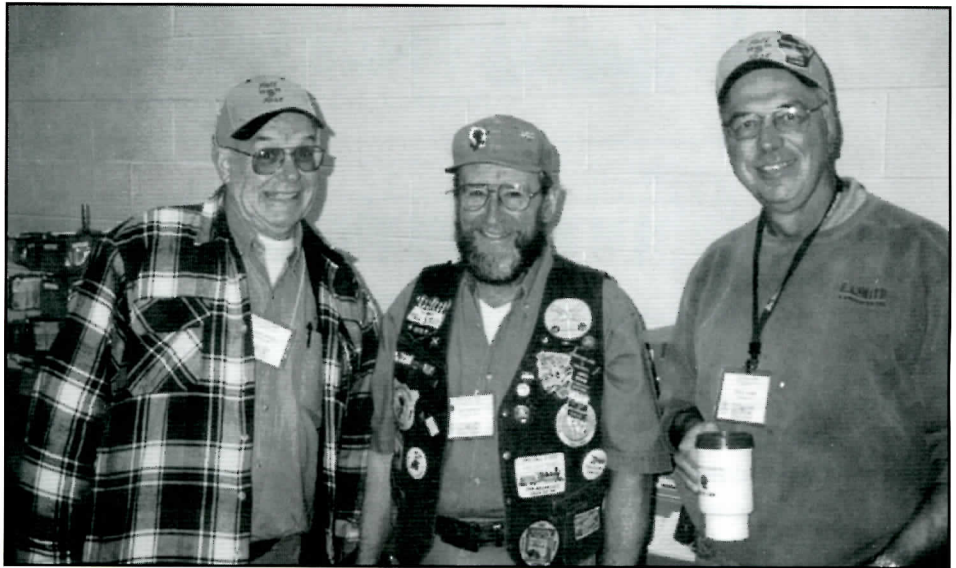
As most of you know the Fall S Fest rotates between four geographical areas in the midwest - Milwaukee, Beloit (Wis.), St. Louis and Chicago. Next year the State-Line S Gaugers will host the 30th annual event in the Beloit, Wisconsin area (near Rockford, Illinois) on Nov.19-20, 2005,

which coincidentally, will be the club's 30th Anniversary. The club is planning some special things to commemorate this dual anniversary. It reminds me of the Badgerland one 4 years ago which was a double 25th.

The Badgerland Club went all out

tours. Here's a few words on the Fest from Ken Zieska of the Pines & Prairies S Scale Workshop up in Minnesota:

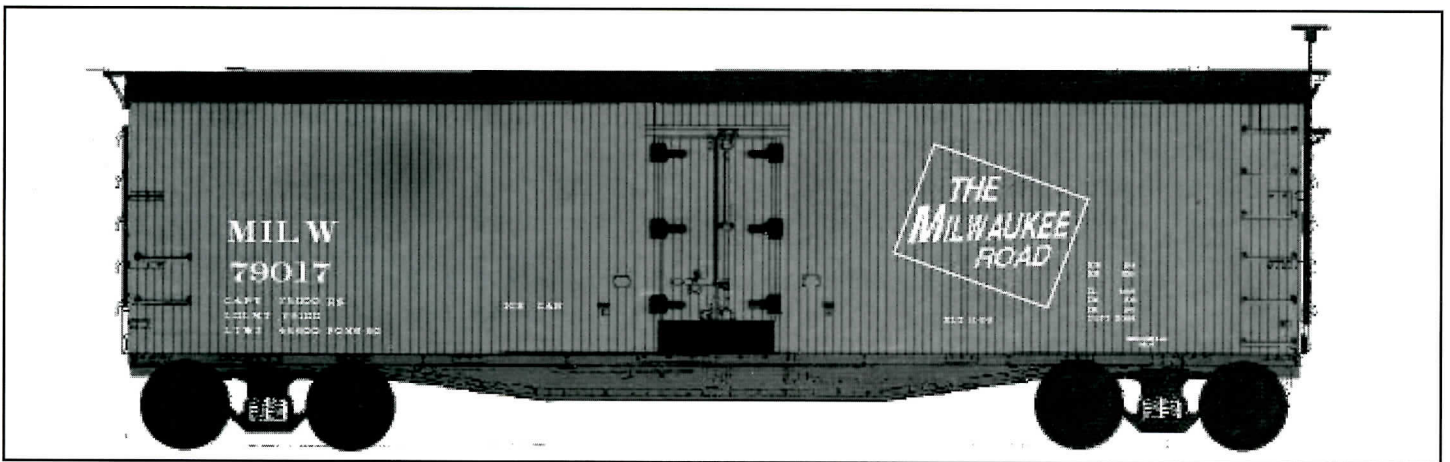
"The S Fest has been well covered but I just wanted to say how much I enjoyed seeing everyone. I thought Friday was scheduled a lit-



Three Stooges of S, or I mean three Badgerlanders of S. Left to right Dick Kloes, Jim Brown and S Fest Chair Steve Lunde

as usual with lots of members working hard to present the Fest. The other clubs in their turn do likewise. Fun was had by all, old friends met, contests were entered, there were train races, trains were bought and sold and lots of layouts were seen both at the arena and on

the late but no big deal. The PPSSW guys left a little early Friday to visit Steve Lunde's layout. It was a great time and I got a few good shots of his city scene and that will be a key part of our next PPSSW series on building scenes. On the way home we vis-



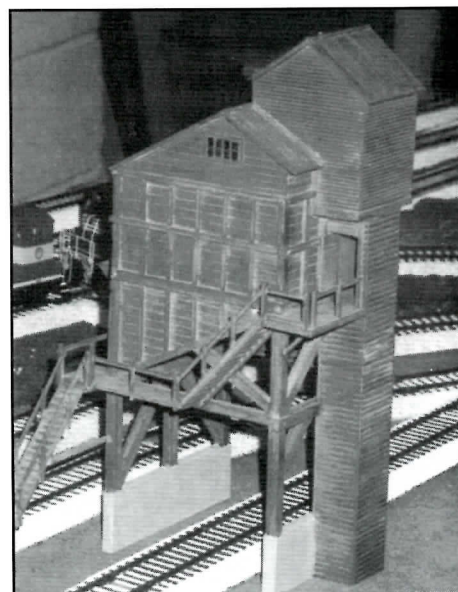
There are still some of these unique cars available. There are 3 numbers available for \$45 each plus S&H - \$5.00 for first car and \$3.00 for each additional car. These cars served the Milwaukee Road in the late '50s and early '60s hauling ice from the Minnesota area to points on the railroad that used the ice. You can write to Roy Meissner (he's in the directory) or check out the website under Fall S Fest at www.trainweb.org/bsg

ited Chuck Porter's layout. Chuck has been a good friend for many years and it is nice to see him progressing on a new layout. One other reason that I thought Friday went late was that the long day had taken its toll on us old guys and we went back to the hotel to sleep. We missed the fun as a few guys stopped to get a refreshment on the way from the show. I am sure the story will some day come out but there was one well known S celebrity who was sporting a nice blinking button that a sweet young waitperson awarded him for his antics.

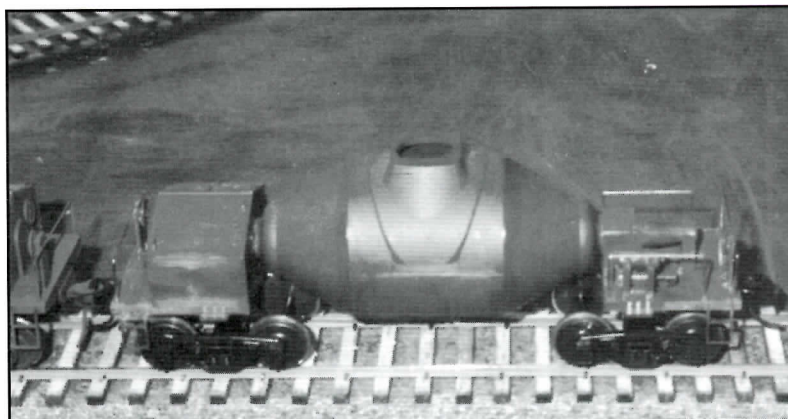
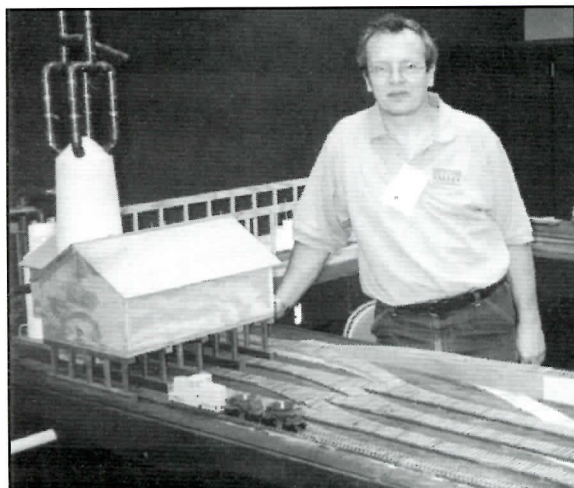
Steve and Roy asked me to conduct an impromptu session on building kits featuring the Pine Canyon, Trainstuff and DPM components. We talked assembly and finishing. I had brought an assortment of colors and weathering components and insisted on hands on participation. During the discussion, I shared the technique I had learned from others and it was great because I picked up a few other good ideas. A couple of years ago, brick structures were a glaring shortcoming in S and now we have a great many options to help us build great urban industrial areas.” - Ken Zieska P&PSSW



Clay Buckage of the Philadelphia area brought a layout to the Fest that is replicating this Flyer catalog.



Above is John Heck having his usual reduction sale. John is either praying for good sales or rubbing his hands in glee. Right is a kit-bashed Plasticville coaling tower on the S Helper layout.



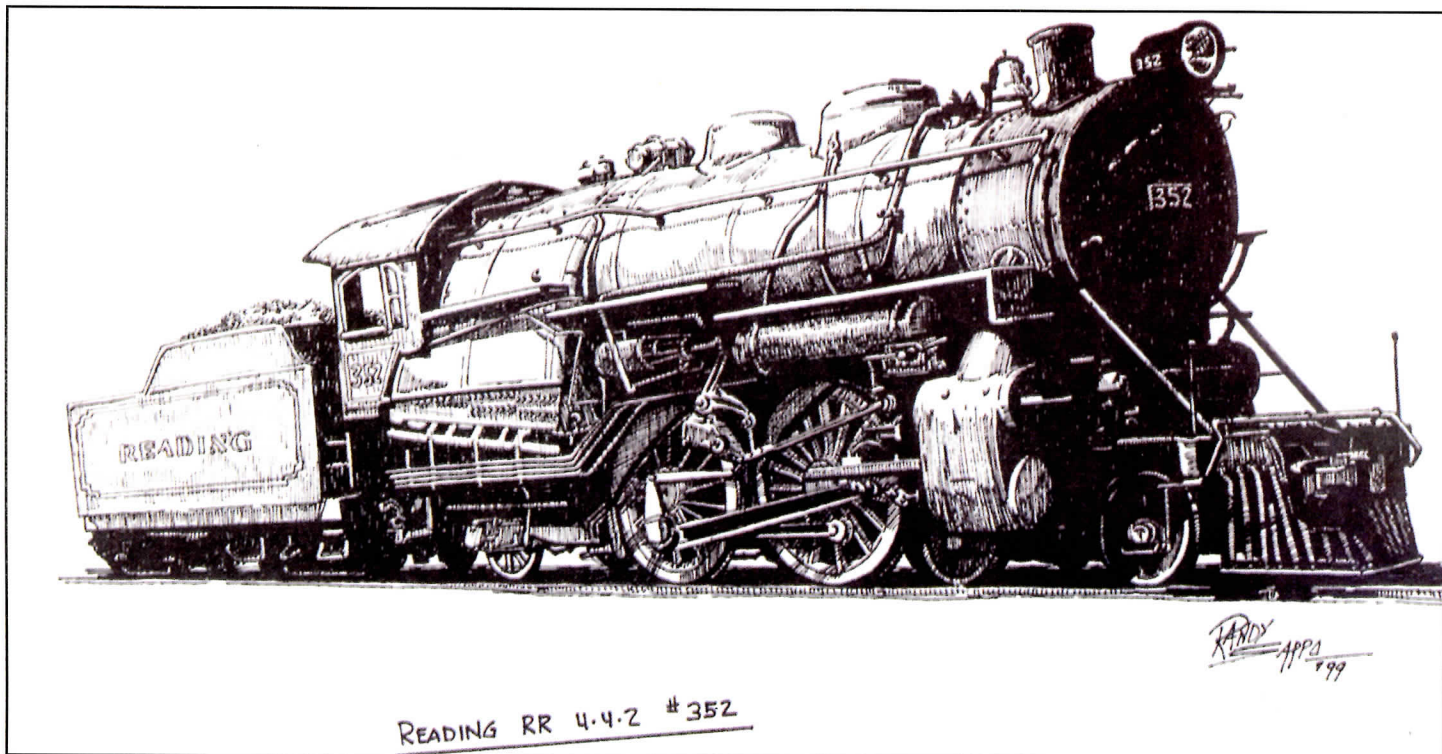
Above is another portable layout at the Fest brought by Chicagoan Dave Alley. The under-construction layout represents a steel mill. Right is a hot metal car converted to S from and HO one. *Photos Jeff Madden*



It's back to the "Horseshoe Curve" for next summer's NASG Convention. These are scenes from the past. This time you can expect to see a lot of Norfolk Southern black and white. The top photo is a 1975 photo of Reading 4-8-4 2102 blasting uphill. Below is 20 years later during the first NASG Altoona convention with Conrail blue units drifting downgrade past the observation park.

Photos by Jeff Madden





Here's a drawing-photo comparison that establishes the prototype for the American Flyer Atlantic. As you can tell, the older metal boiler Atlantic was closer to the prototype than the fatter front plastic version. The artwork above is by Randy Sappo, Jr., son of the late Randy Sappo who was famous for his scratch-built structures. The scene below was created a few years ago by your editor.



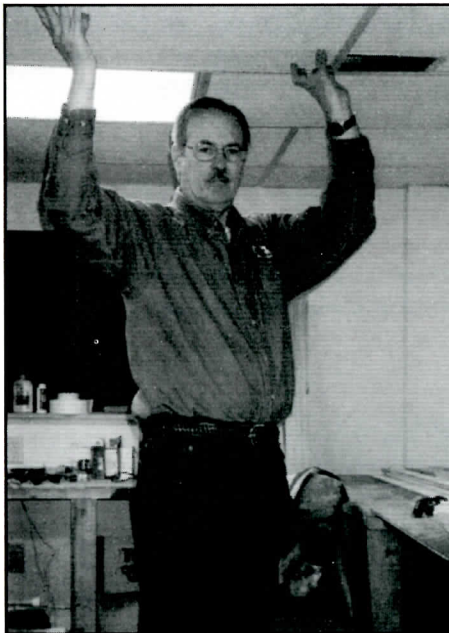
THIS TIME IT'S S

By Jeff Madden

Chapter II

Photos by the author

Benchwork Begins: As I got into the actual benchwork stage, most of the final real estate was negotiated with my better half. Radius and siding length arguments fell on deaf ears, sooo the lift bridge, finishing the rest of the basement into a rec room and a new basement closet were the price I had to pay to obtain enough space for a moderate layout.



When we moved in back in 1988 my eyes immediately focused on a partially completed bar in the back corner of the basement behind a partially walled 11' x 20' area in the rec room. This was a natural area for an HO layout although the interior dividing walls had cosmetic see-through arches built in. After switching to S, this was still the ideal spot to start a layout, but since S needed more space, the layout would have to extend into the unfinished furnace room to do what I wanted. (see photos) Finally on a snowy Sunday in February 2000, the angled part of the bar was cut off and about 8' of the portion was pushed along the outside wall. This then gave me a 42" high, 2' wide U-shaped benchwork base for about 30' of space.

Sectional: It was pre-determined to use semi-permanent module construction in case of an eventual move. I constructed 6' x 30" modules to line the walls wherever possible. A couple of odd modules were needed to fit the U shaped portion together in the rec room area. These were built ladder style with 1x4s glued and screwed and then bolted together. After 3' x 8' sections of 1/8th inch Masonite were attached to the walls for a backdrop (curved in the corners),



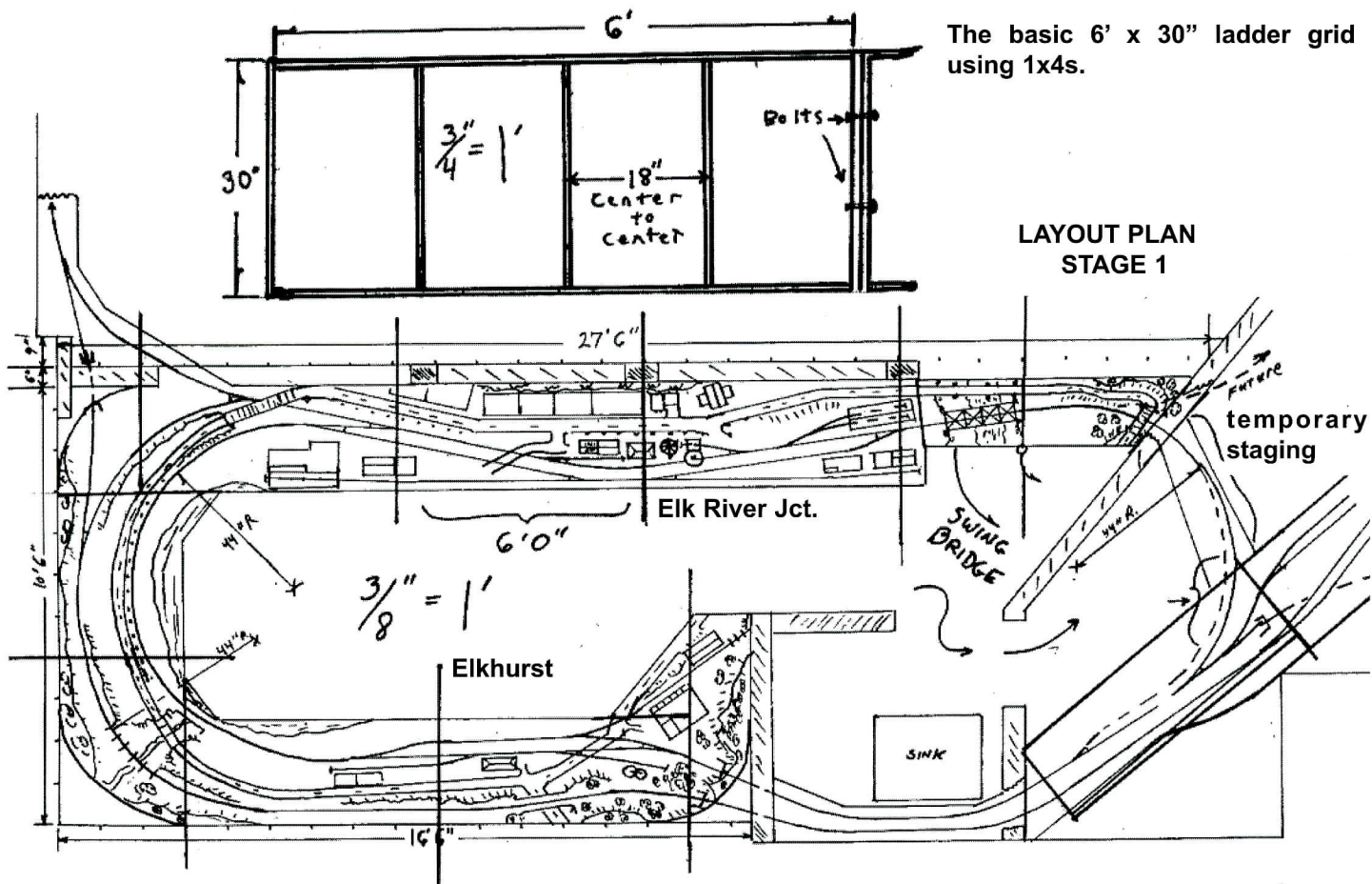
Above - The author is finishing up the unexciting task of prepping the layout room - ceiling tile going up. Bottom - A partially built bar was cut apart and provides the base for about a third of stage 1.

the modular sections were mounted on the bar bases and L shaped legs left over from my old HO layout. Only a few screws were needed to firm the sections into the walls. And "Thank God in Greyhound" for drywall screws and a cordless drill - these made short work of attaching hunks of pine and plywood together. My prior layouts were built with screwdriver driven flathead wood screws.

Initially, sub-roadbed was going to be the typical laminate of plywood and Homasote, but I finally decided on trying roadbed glued directly to 2" construction foam. The foam sections would be attached directly to the ladder benchwork. Transition areas of track that have to reach higher levels of stacked foam would have to use a traditional riser method to go from level to level. The only problem I see with the use of foam as the base is to work in up and down terrain - shouldn't be too hard as foam carves easy. Roadbed itself will be a mix of cork, Vinylbed and Homabed.

Back to the Plan: While working on the benchwork grids, I worked up a final track plan (maybe) to fit to the foot using the time-honored drafting method using T square and triangle on 1/4" grid blue-lined graph paper. I'm tempted to learn a CAD program, but haven't taken the plunge yet. My layout building goal this time around was to build in stages with basic operation possible when stage 1 is completed. (see plan) I designed the whole layout at once, but I can finish stage 1 complete with scenery and then move onto stage two.

Stage 1 is where I am at now. It consists of a level mainline loop with one long and one short passing siding to represent the B&O Elk River line. This will include 1 lift bridge (or drop bridge, or lift out or whatever) and a temporary section going through the furnace room wall which will complete the

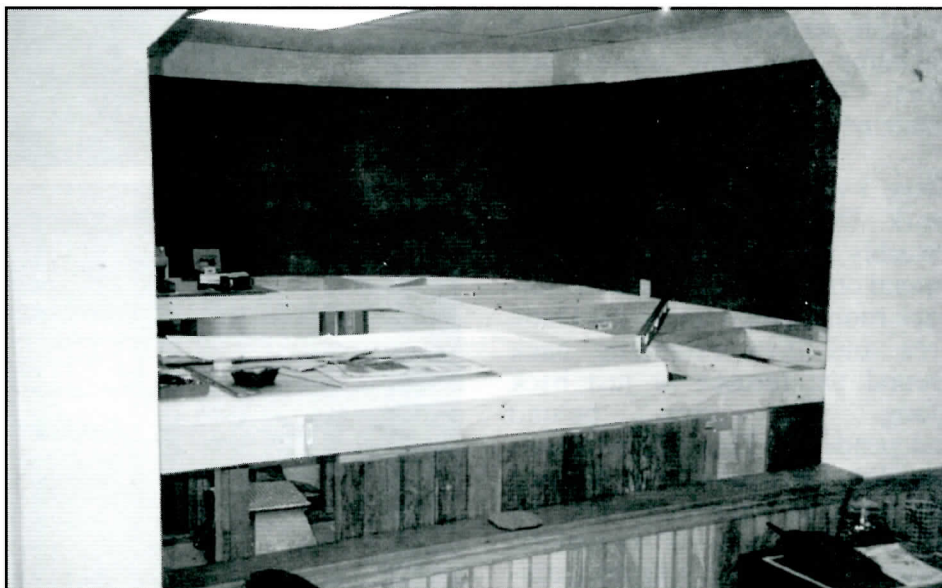


loop. The idea is to later remove this section and allow the two ends to extend around the rest of the furnace room and to include the through B&O staging yard back in the corner. Most of stage 1 will include this initial B&O loop and the beginning the Elk & Gauley from the junction, around the end of the room and then rising and pushing through the utility closet wall and finally into the furnace room. The benchwork angling into this room will be the temporary home for the end of the branch. Stub end staging tracks will represent the coal mine and the lumber mill. Eventually, the lumber mill will be here (Independence), and the mine area (Dixie) will be along the west wall. (see overall plan last issue).

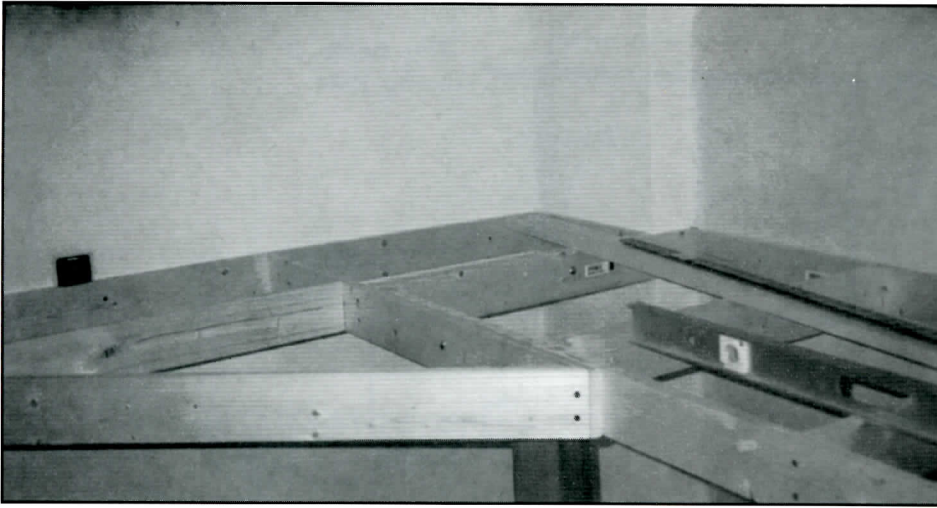
The second stage will involve two room areas. The principal work for stage 2 will be in the furnace room. The mainline will be opened up by the wall and one end will continue in back of or under

the Independence area and then circle the furnace. In the northeast corner behind the furnace will be the three track staging yard (actually the center track will be a through track for continuous run-

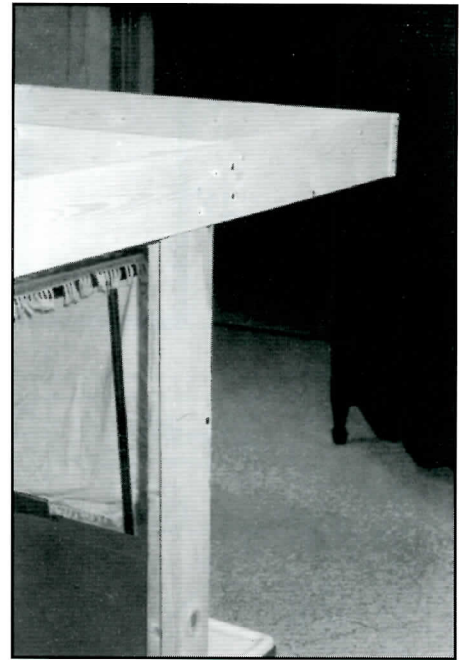
ning). Then the track will link back up to the mainline and duck back into the rec room part at Elkhurst. Track and scenery for the lumber mill area will be worked on next and the wye



Looking into the layout room from the rec room peek-a-boo. Note ladder grid resting on part of old bar. The masonite backdrop is installed at this point and is ready for patching and painting. Eventually a logging branch will sneak off the the right of the photo.



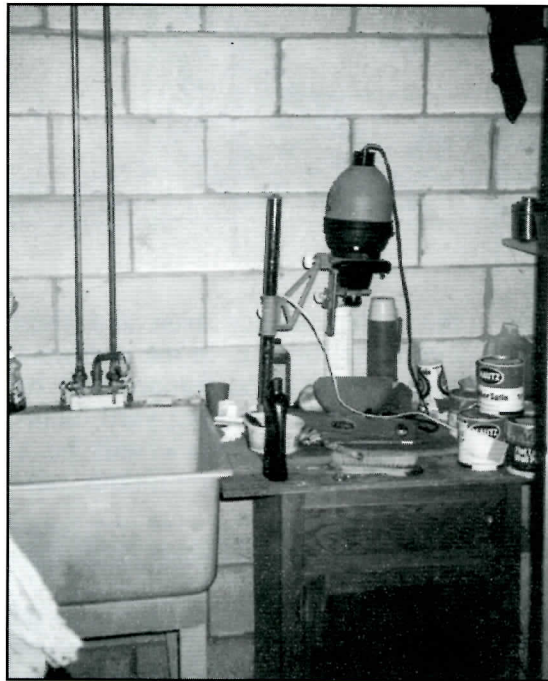
This area of benchwork was custom fitted. It is in the lower left portion of the plan on page 19. I created an odd section plus one non-standard rectangular section (again bolted together) for this area of the layout room. Right is an L shaped leg screwed in place - 1x4 plus 1x3.



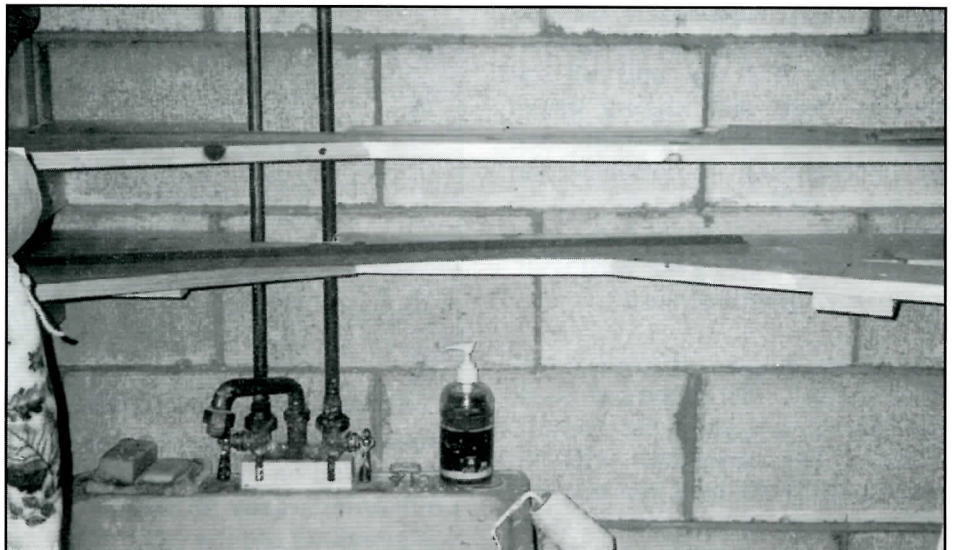
installed at Bintree. Once this is underway then I'll go back to the part of the lounge area of the rec room and work in portable modules to fit across the back wall. This will be the logging branch and will connect near Nettie Creek with a wye, one leg of which will have to tunnel through the jutting wall section there. This will give me a turning wye at the other end of the branch. The logging branch will be the source of logs for the lumber mill at Independence and hopefully will see a Shay someday. Two approximately 5 and fi foot sections by 1' will make up the portable sections complete with 2' backdrop and some scenery and trees. This was part of the real estate negotiations with the boss.

Stage 3 will include adding benchwork from Bintree to Dixie. Possibly the B&O loop might then extend on a narrow shelf in the furnace room and go under the Dixie area and then extending back around the furnace or just back along the area behind Independence. This will be a later decision, yet operation as planned can work as I planned when the Dixie mine area is complete, regardless of which way the mainline winds up.

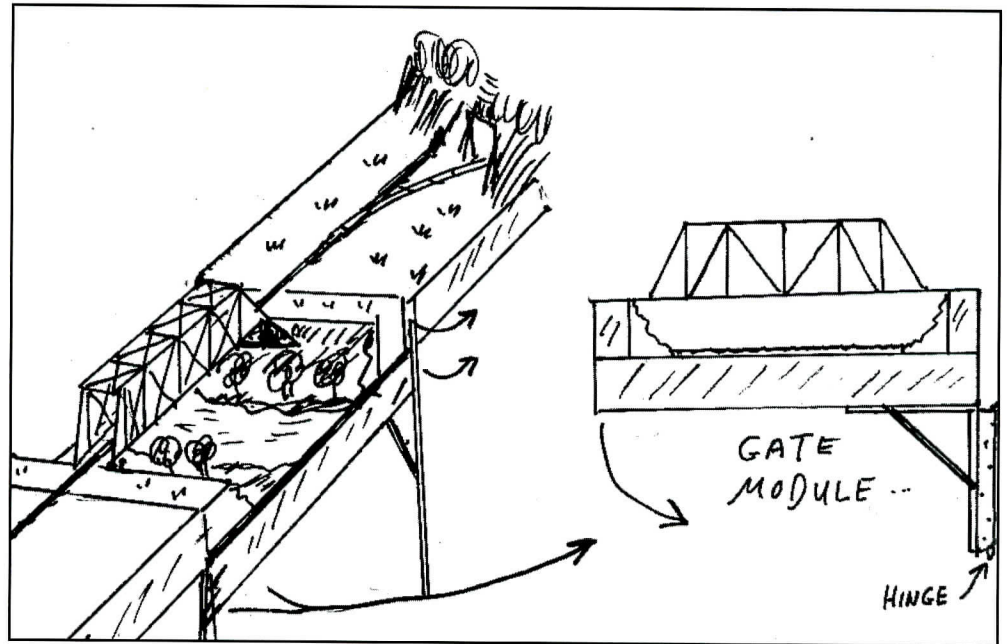
End Chapter II



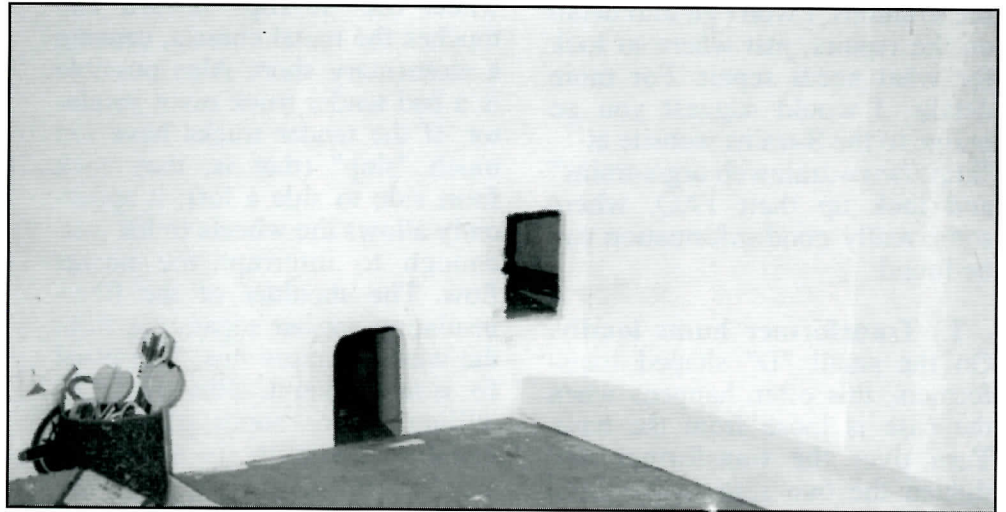
Left is the utility closet shown on the plan on page 19. I felt it necessary to bridge this gap at the back in order to stretch the layout into the other room. The branch line is the top level and the mainline is the lower shelf. I'll probably dress this area up a bit with a bit of a blue backdrop behind the shelves.



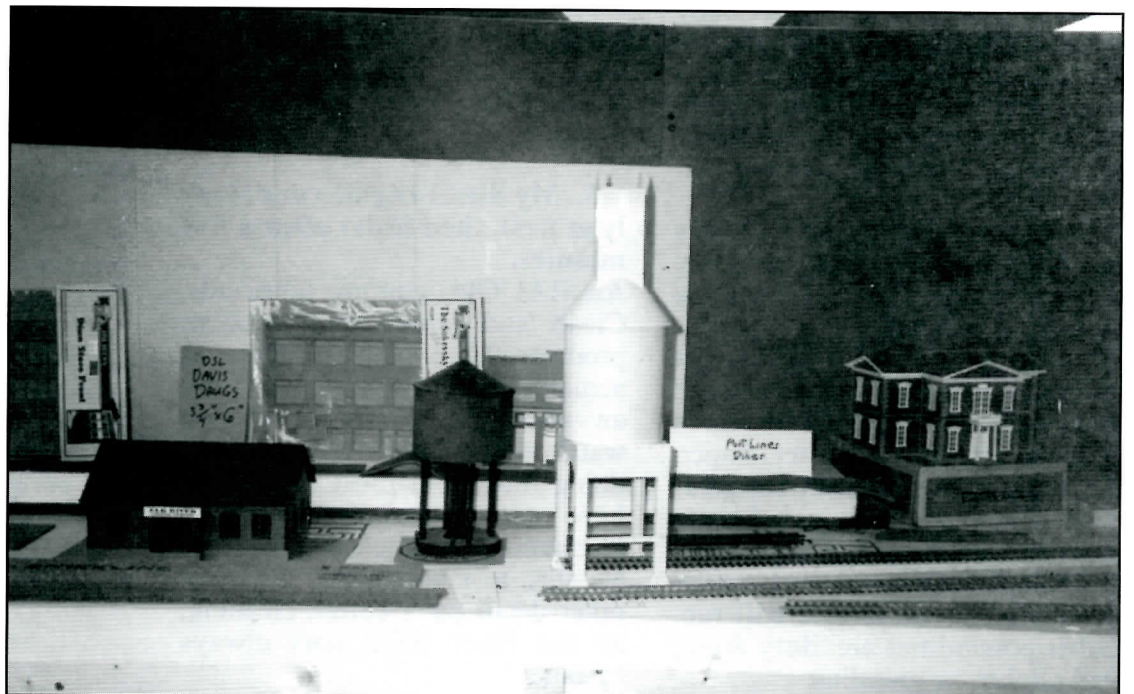
Rough sketch of swing bridge idea that would be small module with some scenery but could swing out of the way like a gate.

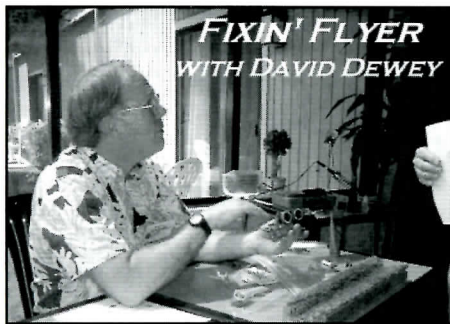


Tunnel holes were sabre-sawed out of the wallboard leading into the utility room. A curved portion of the Masonite backdrop will be yet further out. The tunnels lead to the shelves in the utility room. See page 20.



A 2" section of construction foam will be glued directly onto the benchwork frame. Then roadbed will be attached to that and so on. The narrow valley town behind the temporary station will be raised another 2" to support a raised hillside valley West Virginia river town.





Holiday Flyer Trouble-shooting

Hi all! It's been a while since I've written an article, but we are finally settling into our "new" home, and even though the living room and others aren't finished, I can now take a little time for trains! This month thought I'd list a few common maladies, and their possible solutions. I won't go into detail on the repairs, just where to look for what needs repair. For more details, I would suggest you go online to the S-trains website at "<http://www.trainweb.org/s-trains>" and look up their FAQ, where some really good information can be found.

1.. Transformer hums loudly.

On the small "D" shaped transformers, this often happens when the case is loose from the base. Turn over the transformer and tighten the two screws that hold the base on. On the larger transformers, you have to take the body off and tighten the screws that hold the coil to the base (a more complex problem, and don't go in unless you are very comfortable working with electrical stuff!)

2.. Locomotive doesn't always go forward, neutral, reverse, neutral every time you turn the power on and off.

This can be a couple of different maladies, almost all of them at the reverse unit. The most common is a weak or burnt contact finger. Lock the reverse unit in the position where the engine doesn't respond, and then lightly push on each finger, when you push on the problem one, the engine will run. Other possibilities are: dirty drum, bad ratchet, or gremlins.

3.. Have to tap or rock engine to get reverse unit to cycle.

This problem is becoming more common as our locomotives age. The most likely cause is the sharp edge of the "eye hole" in the reverse unit body has cut a groove in the brass lifting finger, and they jam. Solution: round off the sharp edge on the body. The other possibilities are: corrosion on the pivot, grease on the lift plate pivots, gummed up stuff from previous "lubricating." Reverse units work best with no lube, except a very light oil on the lift pawl rivet.

4.. Steam engine stops suddenly on curves or switches.

The likely culprit is a loose drive wheel tire. It slips inward and touches the metal chassis, causing a momentary short. Also possible is a bad tender truck pivot insulator. If the tender trucks have too much "slop" (that is, they rock from side to side a lot), it apparently allows the wheels to lift just enough to interrupt the power flow. The shoulder of the fiber-insulating washer separating from the washer causes this. The usual fix is to replace it, although I'd be willing to try super glue first! Another possibility is the inside shoulder of a drive wheel has worn away to the point that the tire touches the chassis (rare, but happens). I have also found a broken wire or a loose solder joint on the tender plug harness causing this problem.

5.. My diesel engine runs slowly at first, then faster after a few minutes.

Ah HA! Old, gummy lubricants. Clean and relube with modern products. Here, at least, newer is actually better! For cleaning, I use an ultrasonic cleaner (have to watch the pulmore wheels when doing this!), but most folks don't have one, so you can use plastic compatible tuner cleaner instead. Be sure to take off the shell and other detail parts before cleaning, as the Flyer paint isn't always "cleaner resistant"!

6.. KC cars uncouple over crossings or switches.

Caused by the coupler weight hanging too low, check that it isn't loose from the "hook" part, but the coupler being too low usually causes this. In the closed position, the weight should clear the rail tops by 1/16"

7.. Train derails at the same spot.

First, check to make sure you have the track pins inserted into the adjoining track! (What, I made this mistake??) Look for any irregularities in the track; is one rail bent down, is there a kink in the rail, is a trackside object striking the train, is there an abrupt change in grade, is the cat hiding there?

8.. Train slows down in one area. After running the train there, feel the track joints for a warm spot, a sure sign of a poor connection. You may need an auxiliary power feed in that area.

9.. With nothing on the track, the transformer breaker trips.

This indicates a short somewhere, check the ties for a missing insulator. You may have to do this like the old Christmas light set, and remove a section at a time until you find the short.

10.. One car derails often.

Check the trucks for a twist in them. With the car upside-down, the axles should be parallel to each other.

Well, that's my "top ten" list! Hope you have a Happy, train-filled New Year!

As always, your thoughts, suggestions, or questions are welcomed--especially "tip-o-the-month" ideas. You can contact me at djdewey@cncnet.com or at 650 Hurlerton Road, Oroville, CA 95966. Have fun with your trains!

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** set up their portable modular layout at the Bedford Boomers Show, held in Bedford, NH in early November. The show was a huge model RR show of exhibits and layouts, with no dealers and sales promoted. The **BSG** attended and set up their layout for the first time at this show. The club plans to set up and display their layout at the Greenberg Train Show, in Wilmington, MA, on December 18/19.. Tom Robichaud is President; Helen Lenart, VP.; Chet Brown, Treasurer; and Dick Connors, Secretary of the club. The officers were recently re-elected for the upcoming year. Doug Peck ably edits the club newsletters several times a year, and coordinates the club schedule and show activities.

The **Conn. S Gaugers (CSG)** held their October meeting at the home of member David Plourde, in East Longmeadow, MA. Dave has a well-sceniced and detailed hi-rail layout which features reliable and smooth operation. The layout scenery is extensive and makes a very good background for the train operations. The club attended and set up their modular layout at the Ram Band Cheshire High School train show in mid-November. This show is the first one where the club ever set up and operated a layout. Steve Kutash coordinated the modular set up. The **CSG** sent condolences to member Art Ferguson who lost his wife on Sept. 14 after a bout with cancer. Art has converted from HO gauge to our favorite gauge and is in the process of changing his layout trackage to S scale. Art is a skilled model builder and it is good that he saw the light and decided to switch to S. The club will hold their January meeting at the home of Larry

Morton, in Hurley, N.Y. A snow date has been scheduled for the weekend following the planned meeting date of Jan. 15. The February meeting is planned to be at the home of Bill Seader, in Carmel, N.Y. Craig O'Connell edits the club newsletters and Bill Fuhrman is president of the club. Pieter Roos edited an article in a recent newsletter describing the New Haven RR DL-109 locomotives. Alco built 100 locomotives in the DL-100 series, and New Haven purchased 60 of these. The locos included the DL-103, DL-105, DL-107 and DL-109. The balance of the locos were purchased by railroads across the country. Steve Kutash is building an S scale New Haven DL-109 using the American Highrail shell, and modified American Models chassis. Member Bob Ritchie assembled a similar loco which he operated at the New Haven All Gauge Train show, in August. The **CSG** recently welcomed new members John Garren, from Bethel, CT, and David Freeman from Kew Gardens, N.Y. John has an S hi-rail layout.

The **Canadian S Scale Modelers** communicate via the newsletter that they all help to edit. Members are encouraged to contribute articles and information on their activities in S scale. The newsletter is called the *Quarterly* and each issue is edited by a different member, so as to spread the responsibility among those contributing. Alex Binkley coordinates the material supplied for the newsletter issues. Charles Hicks is collecting dues for the support of the newsletter assembly and distribution.

The **Western N.Y. S Scale Assoc. (WNYSSA)** cancelled their October meeting, but set up

modules at the TTOS show on October 31, at the McKinley Park Inn, Blaisdell, N.Y.. The club's new corners were used along with straight sections from Gregg Mummert and Don Webster. A local hobby shop, K-Val Hobbies gave a discount to the club on a Model Rectifier Corp. AC transformer to be used along with the club displays at various locations.

According to the **WNYSSA** newsletter, the shop does not have any S gauge trains (this has been carefully checked out), but they sell only trains, and are a good source of supplies. The club annual holiday party has been scheduled for Dec. 10, at the Old Red Mill Inn, Williamsville, N.Y. The Inn has reserved a coach for the club party, which serves as a dining room at the Inn. The club met on Nov. 20, at the Pegasus Restaurant for their monthly meeting in Hamburg, N.Y. The meeting was held after a train show at the Agri Center, so members could attend the show and then have lunch and a meeting at the Pegasus. Gregg Mummert coordinates the club activities and made reservations for the luncheon. Gregg will host the club meeting in January at his home. Gregg's layout will be part of a TTOS layout tour, to be held on Jan. 8/9, 2005. Club members were invited to stop by and help Gregg with the tour hosting. The club members plan to set up and operate a layout at the TTOS Winter Meet, to be held on Saturday, Jan. 29, 2005 at the McKinley Park Inn, Blaisdell, N.Y.

The **Southern Tier S Gaugers (STSG)** participated in the 21st Annual Finger Lakes Rail Fair, held near Ithaca, N.Y. last April. Doug Miller brought 24 feet of yard modules from his layout to operate at the event. John Marcham manned a table with S gauge literature, magazines, catalogs, a pacific loco, and RS-3 loco from his Lehigh Valley layout to showcase our favorite gauge.

The South Jersey S Gaugers (SJSJG) held elections recently, and the incumbent officers were re-elected for another two year term. The December meeting of the club is the last time that members can submit their secret project plan. The plan should detail the project and category, and be accompanied by payment of \$ 3.00 all in a sealed envelope. Final judging of the projects will be at the April, '05 meeting of the club. The club meets once a month at the Stratford, N.J. Senior Center. The December meeting will be at the home of member Larry Gawlinski which is a tradition for a holiday meeting. The host has an operating AF layout and food will be served.

Members John Aaron and Walt Mumie have agreed to initiate a public relations project to help promote S gauge to the public. Among considerations are displaying the club layout at various public and community affairs, as well as promoting several manufacturer's products. Dave Pierce gave an informative and useful clinic at a recent meeting on making stickers on a computer for modeling. Member John Aaron arranged a field trip for the **SJSJG** members to the PATCO back shops. Seven club members enjoyed an informative tour of the maintenance shops of the railroad. The club planned to set up and display their layout at the World's Greatest Hobby Show, at the N.J. Expo Center, on Dec. 11/12.

The Neshaminy Valley AF Club (NVAFC) held their 173rd meeting at member Joe Fisher's house. Member Paul Fenn coordinated the club purchase of TTOS Smokey the Bear tank cars. The cars were distributed at a recent meeting of the club at the home of Mike Hudek, in Newtown, PA. The club recently met at the factory shop of Paul Fenn, Bensalem, PA. The **NVAFC** portable layout was set up at this time and it was planned to set up and operate the

layout at the Cardinal Dougherty High School Train show on Dec. 5. The club members discussed the possibility of setting up and operating the layout at the 2006 NMRA convention to be held at the Philadelphia Convention Center. Mike Ramsey coordinates the club activities and edit's the e-mail club newsletter.

Ray and Pat Nase hosted the **North Penn S Gaugers (NPSG)** at their home for the October meeting of the club. Glenn and Lin Ritter hosted the club for the Sept. meeting, which was scheduled to be a picnic/meeting. The club set up and operated their layout at the Frederick Mennonite Home on Nov. 5/6, and at the Schwenkfeld Manor Train Show on Nov. 19/20. They planned to set up and operate the layout at the East Greenville Firehouse Train Show on Dec. 5, and the Greenberg Train Show on Dec. 11/12. A space was confirmed for the club layout at the NASG Convention on July 26-29, 2005 in Altoona, PA. Glenn Ritter is the club Corresponding Secretary and edits the club newsletters. A recent issue of the club newsletter included a advertisement for the 38th annual open house of the Black Diamond Society of Model Engrs., a club in Bethlehem, PA. that has operating layouts in HO, S, and O scales. This event is open on Saturdays and Sundays in late Nov., early Dec. and January, 2005.

The Baltimore Area AF Club (BAAFC) met at the home of member David Avedesian, in Rockville, MD. for their November meeting. The club set up and operated their layout at the Hartly Train & Toy Show, Hartly, DE.; the Westminster Toy/Train Show, Westminster, MD.; and the York Train Show, York, PA., all in November. On Sunday November 14 the club members visited the outdoor 1/8 size operating layout of the Chesapeake & Allegheny Steam Preservation Society, where

operating trains are at the Baltimore Leakin Park. People can ride the steam trains on a two track mainline around a three mile route in the park. The club planned to operate their layout at the Greenberg Toy & Train Show, Timonium, MD. On Dec. 4/5, John Hopkins Hospital, Baltimore, MD. on December 11, and the TTOS meet at Earleigh Heights, MD. on Dec. 12. The club will also participate in the grand re-opening of the Baltimore RR Museum on Dec. 18/19 by setting up and operating their layout. The club December meeting will be held at Bullock's Restaurant in Westminster, MD on Dec. 16. This is an annual event and has been held the restaurant for the past several years. A presentation on the Western Maryland RR will be made by John King, a member of the Western Maryland RR Historical Society. Club member Bob Holtz made arrangements for the speaker.

The Southeastern Michigan S Gaugers (SMSG) held their November meeting at the home of Dave Held in Imlay City, MI. The meeting was held on the same day as the Gratiot Valley Train Show at the Macomb City Community College so the meeting was started early to accommodate those wishing to attend the show. The host has an S scale layout with DCC full operation. Those members and guests attending could see and operate the trains using the latest technology DCC. The club set up their layout at the Lansing Model RR Club show on Nov. 14, at the Michigan State University Pavilion and on Nov. 28 at the South East Michigan RR Club show at the Washtenaw Farm Council Grounds. Earl Carlson was scheduled to host the club meeting in Dec. in Oxford, MI. Tom Hess has volunteered to have the January club meeting at his home in Northville, MI.. The 6 ft. x 6 ft. layout belonging to the club is scheduled to be set up and displayed at the Steam Institute,

Owosso, MI. This is an older display model RR that was used to operate trains at public and other displays. The layout will be displayed in the main part of the museum and located about 30 inches above the floor. Bob Stelmach is organizing and coordinating the display. He plans to have a start/stop button to activate a momentum power pack. The layout has Code 125 rail track. Donations of a loco and cars to operate on the layout are being solicited from the club members. Bob would like to have a steam locomotive to operate on the layout. The **SMSG** welcomed new member Dave Campbell from Oxford, MI. Dale Baker is President; Sig Fleischmann, Treasurer; Jerry Poniatowski, Secretary; and Tom Hawley & Ken Garber are Members-at-Large.

The Northern Ohio S Scalers (NOSS) held their October meeting at the home of Jack and Sharon Sudimak. Thirteen members attended and discussion was held regarding the club modules and taking them to the Medina train show. Joe Jansky hosted the club for their November meeting, in Bedford, OH. The meeting was held on the Sunday after Thanksgiving. The annual club holiday party is scheduled for Sunday Dec. 19, to be held at the home of George and Steffi Ricketts, in Westlake, OH. Those attending were planning to play the Holiday Gift Exchange Game, a popular event from recent holiday party meetings. Those attending were asked to bring a gift wrapped in festive paper, and placed in a large paper bag. The suggested value of the gifts was \$ 8 to \$9, so everyone will have gifts of comparable value when the game is played. The **NOSS** set up and operated their modular layout at the past Berea Train Show. George Ricketts edits the club news letters.

The Chicago Flyer is the official newsletter of the **Chicago**

Assoc. of S Gaugers (CASG). The club meets on a monthly basis at St. Paul Lutheran Church, Melrose Park, IL. The club attended an open house arranged by Bruce Lorence to his cousin's HO scale B & O layout set in the transition era. The layout was featured in the April 2004 issue of *Model Railroader* magazine. Club member Ed Fialkowski died on Sept. 17. Ed was an active AF operator with one of his layouts featured in TM Books & Video *American Flyer, Vo. 2* currently in distribution. The **CASG** will be sponsoring the Fall S Fest 2006, and plans will begin in earnest after the first of the year. The event will be at the Tinley Park Convention Center, the same location used in 2002 when the club sponsored the Fest. Joel Lebovitz has made available space in his basement to set up and do maintenance on the club layout. Joe Craig and Roy Plotnick are working on new modules that will incorporate AF operating accessories. Will Holt has module frames from Norm Schreiner's collection that club members can purchase for use with the club set up.

The Cuyahoga Valley S Gaugers (CVSG) met in October at the home of club president Lee McCarty, and there were 25 members present. On Saturday Nov. 20 the club's hi-rail layout was set up and operated at the Walnut Creek nursing home. Galen Hoover and club president Lee McCarty coordinated the set up and operations. The club planned to set up a layout at the Dec. 19 th Train Show at Parma High school. The annual club Christmas party was held at the Pufferbelly Restaurant, in Kent on Dec. 12. The **CVSG** was scheduled to set up and operate two layouts at the 21 st Independence Christmas Days. Tim Krogg coordinated the club participation at the event which was to include the tinplate and hi-rail layouts. The Nov. meeting of the club was held at the home of Paul and Suzanne

Gerhart, in Cleveland Heights, OH.

The Miami Valley S Gaugers (MVSG) attended an S gauge train show in November, in Carmel, IN. The club planned to set up and operate their layout at the Preble County Senior Citizen's Center on three consecutive weekends in December. Tom Hartrum held the December meeting at his home in Huber Heights, OH. On Jan. 2, 2005 the club members were invited to see Chris Burger's store, and then to meet at his home in Dayton, OH. The store is called Elizabeth Station Toy Trains. The official meeting of the club for January will be held at the home of Mike Mitter, in Fairfield, OH. **MVSG** welcomed new members Al Friedman from Dayton, OH. and Richard Williams from Medway, OH. Several longtime members who have not been active in the club activities recently were welcomed back to the club activities. These included Wendell McChord, Jim Syphax, and Tom White. The club is sponsoring the 2005 Spring S Spree, to be held at the Dayton Mall Holiday Inn on May 20/21. The event is on the same weekend as the annual Amateur Radio Show to be held at Hara Arena, but will not conflict with the TCA York Train Show held in the end of April. Because of the Amateur Radio Show and large number of attendees it is recommended that those planning to attend the Spree get early hotel reservations. Norman Hass is the club recording secretary, and Anthony Garza provides publicity for the club by sending the newsletters to your club editor.

The Badgerland S Gaugers (BSG) held their October meeting at the Greenfield News & Hobby Store, in Greenfield, WI. Twenty two members attended, and Dave Smukowski led the meeting. Art Doty gave his report on model-railroading events in the mid-west and around the country. Member Dick Kloes was in the

hospital for several days and unfortunately contracted a case of pneumonia when he came home. Fortunately though, he recovered to attend the Fall S Fest and is doing well. Jeff Madden suggested that the club could hold a future fairweather meeting in combination with a visit to the Buck Guthrie Toy Train Barn Museum in south central Wisconsin. Joel Lebovitz gave a report on some of the new S gauge products on the market. The club train/trade shows are held monthly from November to April at the Knights of Columbus Hall, Greenfield, WI. The December meeting was held at the home of Jeffrey Young, in Menomonee Falls, WI. On Dec. 12. Jeff is the club treasurer. Yes, Santa Claus (aka John Nuget) was there. The **BSG** is planning to set up and operate a layout at the Mad City Train Show, to be held in Madison, WI on Feb. 19 & 20, 2005. This is a large show drawing on the order of 11,000 attendees and visitors. Ron Schlicht edits the club newsletter as Secretary. Dave Smukowski is President; Jeff Madden, V.P.; and Jeffrey Young, Treasurer of the club.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their November meeting at the home of Charley Taylor, with Charles Albeit and Marty Glass participating as co-hosts. Recent progress on the club layout was described to those attending. On November 27/28 the club displayed their layout at the GATS Show held in Gateway Center, Collinsville, IL. A layout measuring 12 x 28 feet was used. On Dec. 3, the club set up the Citizen's Bank layout at the Citizen's Bank, Maplewood, WI. Barry Dolan coordinated this event. The club set up their 12 x 28 foot layout at the TCA Great Train Show, at Lutheran High School South on Dec. 4, 2004. Gary Mueller hosted the club members for a meeting on Dec. 10, at his home in South County, MO. The annual club hol-

iday party will be held on Jan. 7, 2005 at the home of Norm and Lone Pilarski, in Ballwin, MO. Club member spouses and significant others are invited to the event. A recent newsletter issue noted the death of Michael Dolan, brother of club member Barry. Michael passed away on Oct. 9. Gary Mueller edits the club newsletter and Moe Berk is the club coordinator.

The S Train Rail is the official newsletter of the **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN)**. Brent Nicholl's home was the location of the Sept. meeting of the club. Brent's father and mother were at the meeting, and Brent paid dues to the club so that his father could receive the newsletter issues. Jon Kettner edits the newsletter and coordinates the club meetings. George Perks hosted the club for their October meeting. George has an around the room layout located near the ceiling. The main line, sidings and turnouts all are part of the layout, where passenger trains were operated. On the floor of the garage room where the layout is located are three old vehicles that George has restored. The meeting of the club in November was held at the home of Jess Bennett in Careywood, ID., where those attending could witness the operation of a finely-detailed scale layout with many custom steam locomotives. Jess built many of the steam locos that he operates. Long trains over expansive curves with detailed scenery make for great S train watching.

The **IESGAPN** held their December meeting at the home of Pat Spino in Spokane, WA. The annual holiday meeting is planned as a banquet to be held on January 15 at an as-yet unannounced restaurant. Jon Kettner hosted a work session for the club layout on Nov. 6 which was very productive. All the layout track was ballasted, and the damaged scenery was

repaired. The layout was set up so trains can be operated on it until the next showing. The club has had a request to bring, set up, and operate their layout at the 2005 TCA National Convention to be held on June 18-26 at the Double Tree Hotel, Seattle Intl. Airport. NASG promotions activist John Foley recommended and referred the TCA to members of the **IESGAPN** club. NASG member and California resident Vic Chervan is still planning to move to the Spokane area next year. Vic has checked out several possible houses and is excited to move to the new area. Sam Rapp, ex-RMHR member attended a recent meeting of the club, and brought a custom made track cleaning car made using a gondola car. Sam has recently moved into the area of the club activities.

The Rocky Mountain Hi-Railers (RMHR) have located a new home for their layout, the Lookout Junction. Treasurer of the club, Shane Jibben, made arrangements to have space at the location of his employer, North by Northwest Productions to house the layout so it could be set up and worked upon or operated as the club members desire. The space is located next door to North by Northwest Productions in an area formerly occupied by a day care operation. The owner of the building is Mutual Investments, and they lease the space to be used by the **RMHR** to North by Northwest Productions at a favorable rate. The club members agreed to sign statements releasing the landlord and North by Northwest Productions of any responsibility for any personal liabilities from any accidents that might occur while they were at the site. On Saturday Nov. 13, the club moved their layout to the new location. The club had been storing the layout at the Boise City Government Building shop under the auspices of Sam Rapp. Sam retired in the past year, and permission to keep the layout at the shop was

obtained, but the new location will allow keeping it set up for repairs, expansion, and operation.

The **RMHR** held their annual holiday party at their new home in the annex of the North by Northwest building on Dec. 11. A potluck dinner and play session were on the program, as trains could be run on their layout. Shane Jibben set up a small S display at his place of work, North by Northwest, and Channel 2 station KBCI-TV sent producer Paul Fredericks to tape the display. The tape was aired on the evening news as part of a program *What a Great State Series*. The club is tentatively planning to participate in the eightieth celebration of the Boise Depot, in April, 2005, although plans are not confirmed. The club is looking for local shows to display their layout. The GATS show will not be returning to Boise next year, and the Idaho Historical Railroads may not be sponsoring a show at Weiser next year. The club has a good public image and should have no

problem finding places and events to support with display of their layout the Lookout Junction. John Eichmann coordinates the club activities and edits the club newsletter.

The Bay Area S Scalpers (BASS) held their November meeting at the home of James Rusty Rustermier, in San Jose, CA. The host provided refreshments and a clinic on brass fabrication and soldering. Joe Visintine hosted the Sept. club meeting on a last minute basis and members and guests set up the club's modular layout for operation. Barney Daehler edits and distributes the club newsletter. Lee Johnson coordinates the club activities, and included an article describing new S scale products that might be of interest to the club members. Member Arden Goehring had a recent medical check up and his quarantine is over, so he can do most activities he wants. He is still weak from the surgery that he had recently, but his strength is

improving steadily. Don Harper had a kidney removed on October 9, and he is at home recuperating. He needs to watch what he eats for some time as he recovers from the operation.

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

A little notice from Fred Rouse of S Scale Loco & Supply: New address and phone: -

**S Scale Loco & Supply
6721 E. Blue Heron Lane,
Inverness, FL 34452
phone: 352-344-4654**

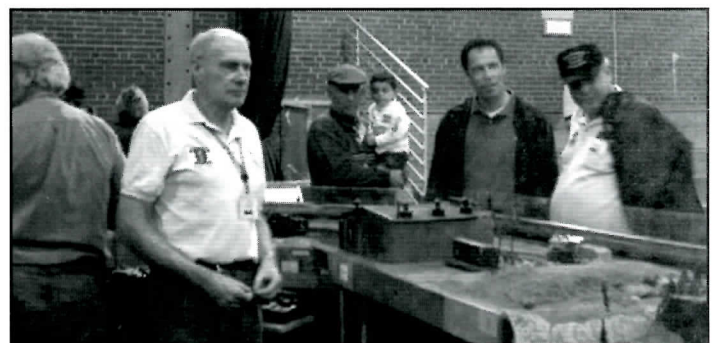


Richard Connors, Frank Emiro, Bob Hogan, Governor Benson, Mike Greene



L to R Governor Benson, Frank Emiro, spectator, Richard Connors.

Scenes at the Bedford Boomer's (of N.H.) Train Exhibition on Nov. 7, '04. This was the first year of this event that a complete S gauge layout was displayed courtesy of the Bristol S Gaugers. The Governor of New Hampshire even issued a proclamation proclaiming November, Model Railroad Month in New Hampshire. Many S gauge items were handed out from the *S Gaugian*, NASG, AM and SHS. Info and photos courtesy of Frank Emiro



L to R Bill Clark (back), Bob Hogan, spectator w/child, Governor Craig Benson, Frank Emiro. Bob Hogan's S Scale PAs and Daylight are running.

EXTRA BOARD

2005 SPREE DATES CHANGE

Last time in Dayton it was a conflict with Mother's Day, this time the '05 Spring Spree dates conflicted with the mother of all train meets - the Spring TCA meet at York. So, wisely, the Miami Valley S Gaugers managed to change the dates from April 29-30 to May 20-21 so as not to conflict with the York show which many S Gaugers, dealers, etc., planned on attending. Check the S-Calendar list and the website for updated forms and hotel info: www.trainweb.org/mvsg. Most everything remains the same, but I did notice a rise from \$79 to \$85 on the room rates - this could be because of the change or perhaps it's a seasonal difference. The banquet signup deadline has also been moved up to May 12, '05 from April. The hotel is the recently renovated Holiday Inn Dayton Mall. There appears to be a lot to do around Dayton, and the Cincinnati Union Terminal museum with S layout is not too far away. There are lots of museums in the area including the Wright-Patterson Air Force one. Here's hoping all who planned on going can revise their plans to fit the new dates.

- Jeff

LIONEL LLC BANKRUPTCY

Here is the AP news release regarding Lionel's Chapter 11 bankruptcy. Model train maker Lionel LLC said Monday (Nov. 15) that it has filed for Chapter 11 bankruptcy protection because of a jury's ruling that it must pay a rival for misappropriating designs. A U.S. District Court jury in Detroit ruled Oct. 4 that Lionel and others must pay \$40.8 million to Mike's Train House, Inc. Lionel is appealing the decision.

Mike's Train House, based in Columbia, MD, sued Lionel in 2000, saying Lionel sold trains made from designs stolen from a South Korean manufacturer hired

by Mike's Train House. The jury found that Lionel, along with its supplier, Korea Brass Co. Ltd. And an individual, Yoo Chan Yang, earned millions of dollars by misusing designs that belonged to Mike's Train House.

Lionel chief executive Jerry Calabrese said the only reason for the filing is the legal case. "Lionel is a sound company that enjoys healthy sales, growing demand for our products and the best brand and reputation in the business," he said in a news release. Lionel is based in Macomb County's Chesterfield Township, north of Detroit. It was founded in New York in 1900 as Lionel Manufacturing Co.

PEEK-A-BOO GONS

Since I have seen some of the Milwaukee Road Peek-A-Boo gons showing up on E-Bay with a high bid of \$59 I thought I would let you all know that the sponsoring Northwest S Scalpers still have about two dozen of these cars available. The price is \$45.00 per car with a shipping cost of \$4 for the first car or \$6 for two cars with different prototype numbers. Orders payable to Northwest S Scalpers may be sent to: Gil Hulin, 3895 Colony Oaks Dr., Eugene, OR 97405 - email ghulin@guardnet.com to check on availability.

These are really well made cars by Des Plaines Hobbies and would look good hauling logs, pipe or other loads. These are lettered for the Milwaukee Red (boxcar red color). They come with both AF and scale wheels and have AF couplers.

- Bob Boring

POST YORK REPORT

From Doug Peck of Port Lines Hobbies comes this report: York was as busy and hectic as usual. No big news or surprises, except that the Lionel booth and display was rather unimpressive. Last month, about 20 top executives and personnel were released at

Lionel, including CEO Bill Bracy, Marketing VP John Brady, Product Managers Todd Wagner and Eric Shreffler, and Licensing and Communications Manager Julie Laird. The new CEO is Jerry Calabrese, formerly of Marvel Comics. Personally, I am particularly disturbed by the loss of Todd Wagner. Todd had headed up the AF line in recent years, had become very knowledgeable about Gilbert AF, and was doing a terrific job. He was a good communicator and a good listener. Now, it's like we start all over again. Meanwhile, Lionel continues to deliver the AF line on time, or early. Recent deliveries include all three AF Christmas cars.

Also from Doug: Gargraves has re-introduced their S sectional track, but with wood ties instead of black vinyl ones, so it matches their S flextrack. We now have it in stock. Ross Custom Switches, a long-time manufacturer of O gauge turnouts, has announced production of new S gauge turnouts! Samples were shown at York. These are #4 turnouts that they claim will handle both hi-rail and scale wheels. Used in a yard, they produce 3" spacing on track centers.

- Doug Peck

TORONTO CHRISTMAS SHOW

This year's Toronto Train Show was well attended on Saturday and not so good on Sunday - we had to compete with the Santa Claus Parade. S scale was well represented by Chris Yull's gorgeous scale 30' x 20' layout as usual. Now that layout should be in one of the mags! Chris said that he was going to rip out the code 100 track and replace it with code 125 or greater because the code 100 was not sturdy enough for the wear and tear that the setup and takedown and transports demand. Track goes in and out of gauge, etc. I can concur as my little code 70 module really does take a beating and needs to be re-gauged from time to

time. Portability, durability, puts a new dimension in our way of thinking.

Most of the NASG flyers went, and I even had a few release notices for the CNR K3 Pacific get picked up. I sat with the CNR SIG group and promoted the NASG, Standard Castings and Tomalco's code 70 track. Lots of oooh's and aaah's on the Tomalco track. I had a blast running the two K3 pilot models 5584 and 5575 for the kids. I was using a PBL infrared system that really held their attention.

- Cheers, Andy Malette

SCALING THE FLYER CABOOSE

Well, well, a question by a newer S gauger has resurfaced on converting the Flyer Northeast style caboose to scale to represent roads such as CNJ, Reading and Western Maryland. Wally Collins offered this response on the internet: The great Russ Mobley, a pioneer of the NASG, got many of us started on conversions to scale when about all that was available was AF. In the December 1961 issue of the *S Gauge Herald* Russ had a great article on converting the standard AF Reading caboose to scale. He took us through the steps of converting the end railings and the underbody detail. Then in the December 1962 issue he covered many details such as grab rails, etc. I have four of these on which I did his conversions at the time, and they still look great. One of these days I am going to go in and add lighting.

At the time, the only scale caboose trucks available were Kemtron arch bar trucks, and while they look great, they aren't readily used for power pickup. Today you can get power pickup trucks from S Helper that work just fine, and with their all-wheel pickup you get very little flicker. I recommend those articles to you. If you contact Dick Karnes, the Russ Mobley Librarian, I am sure he can supply copies of those pages for very modest fee (see Library ad this issue).

- Wally Collins - *Gee, maybe we should reprint those in the Dispatch?? Ed.*

WANTED

Member wants Kinsman wood car kits and SL&S brass S locomotive kits.

Col. N. Wedekind, P.O. #405, Harbor City, CA 90710.

FEATURE YOUR S CLUB

I'd like to feature an S club every other month in the *S Curves* column in *Model Railroad News*. If you would like to have your club mentioned just email me with a short write-up about the club including history, membership, activities, etc. It would be nice if you could attach any pictures of the club including members or the layout. I also could include any upcoming events for any club that wants to get word to me.

- Roy Hoffman
rhoffman@innernet.net

NASG COPY SERVICE

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

Kent still is available to work up any Short & Easy articles you want to send his way.

Kent can be reached at 6516 Georgian Way, Columbus, GA 31909. email: k_singer@knology.net

S-CALENDAR

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.

May 20, 21, 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.

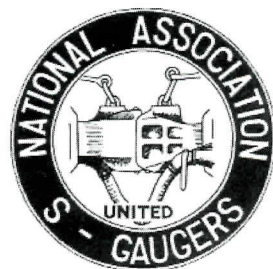
June 18-26, 2005: TCA National Convention, Seattle-Tacoma Washington.

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.

Bids Open for NASG Annual Conventions -- 2007 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - email: leemax@jps.net



Missing Category: Hi Jeff; great job on the most recent *Dispatch*! It's always fun to read and full of interesting news. One thing - I had been told by Sam McCoy that my model, "Saulenas Tavern", won first place in the Structures category in Chicago, but I looked in vain for any mention of this category in this issue, much less the winner. It was my first-ever entry, and if I didn't actually win in this category, I certainly don't want to be traveling under false colors. Sure, I'll take a lot of guff from Zieska, Lennon and Jasper. Could you please look into this?

- Steve Doyle *You've won your bragging rights. The fault is mine; I missed a section when typing from Dave Fron's list. Here are the Structure winners for the NASG 2004 Convention Contest under the Craftsman Class. See photo this issue next page.*

1st Place: Structures
"Saulenas Tavern" Steve Doyle
2nd Place: Structures
"Hardware and Feed" Marcia Harrison

Youth Movement: Want to get younger people into trains? My local TCA is inviting any Boy Scout in uniform free admittance to our shows, plus the club has set up displays and seminars for the Scouts to earn their Railroading merit badge. Scout counselors are on site to sign for scouts that have completed the requirements. This program just grows and grows. Want to do something worthwhile and fun? Start this program in your club. Most metropolitan areas have upwards of 50,000 scouts, not a bad group to draw new membership from.

- Jerry Dobbs

Indy Report: I was impressed with what I saw at Carmel (1st annual Indianapolis S Show)! All the organizers should hold their heads up high. The vendors seemed swamped, which was great. I only attended one clinic

NASG FLYER CARS SINCE 1981

Vin Kosobiecki responded to an email requesting a list. Here it is:

700	1981	NASG Convention	box car
48470	1988	Jersey Central	box car
48471	1989	MKT	tank car
48472	1990	Pennzoil	tank car
48475	1991	Boraxo	cov. Hopper
48476	1991	NYC	reefer
48478	1992	Burlington	box car
48479	1992	NKP	flat w/trailer
48480	1993	Susquehanna	box car
48481	1993	REA	reefer
48485	1994	NP	box car
48486	1994	NYNH&H	box car
48493	1995	SP	TTUX w/trailers
48494	1995	LV	cov. Hopper
52094	1996	Ann Arbor	cov. Hopper
52095	1996	Mobil	tank car
48205	1997	PFE	reefer
48211	1998	Magnolia	tank car
48214	1999	GN	newer caboose
48220	2000	Deep Rock	tank car
48224	2001	Gulf	tank car
48228	2002	Cook Paint &	tank car
48233	2003	UP	tank car

(DCC ideas), and although I consider myself a DCC expert, I came away with a couple of new ideas.

I saw the NASG layout for the first time, and I was surprised that my ten-year old son was allowed to run on it (his first "real" running experience), especially as his scale speeds left a lot to be desired. On the trip home he talked about helping build our railroad; previously he was only interested in building kits. S scale might have gained another convert (my five-year old son is already "in" and was not happy he wasn't allowed to make the trip.

Des Plaines had a good selection including a couple of upcoming projects. The Evans CNW car is all that others have reported. Michigan Models (Tom Hawley) had his normal great selection. If this is what the first attempt at a get-together looks like, I can hardly wait to see what is offered next year.

- Mark Plank *Wish I could have*

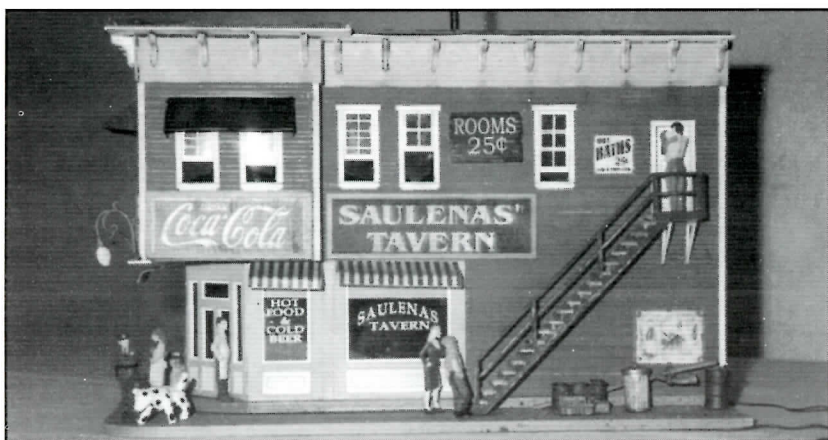
made it, maybe next year. I hope organizers will be careful with the dates so as not to conflict with the Fall S Fest, which I believe will be Nov. 19-20 in '05. ed.

Vote for Website Award: The votes are coming in for the NASG's Josh Seltzer website award, so please add your vote. Go to your favorite S website of any kind, look for the Josh Seltzer award button and click.

- John Foley, NASG Promotions

SHS NYC 2-8-0: The SHS 2-8-0 is almost dead-on for the NYC G-46 class. The window edges need modified slightly (either square to curved or the other way) and a sand dome needs moved 2 scale inches, but other than that I've been told it is right on. My diagram books are buried now, but you can go to George Elwood's Fallen Flag site and see at www.r-fallenflags.org/nyc/nyc-eng.html. I'm not sure if G-46 locos came from T&OC, K&M, Z&W or?

- Mark Plank



Steve Doyle's 1st Craftsman class structure winner at the NASG 2004 convention.
Photo Jeff Madden

Wow!

American Flyer

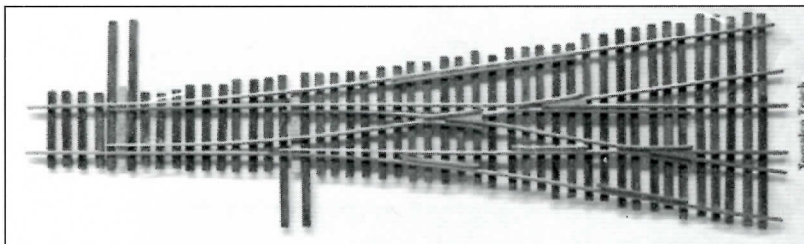
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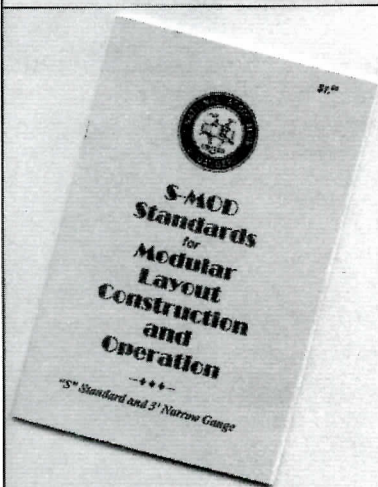
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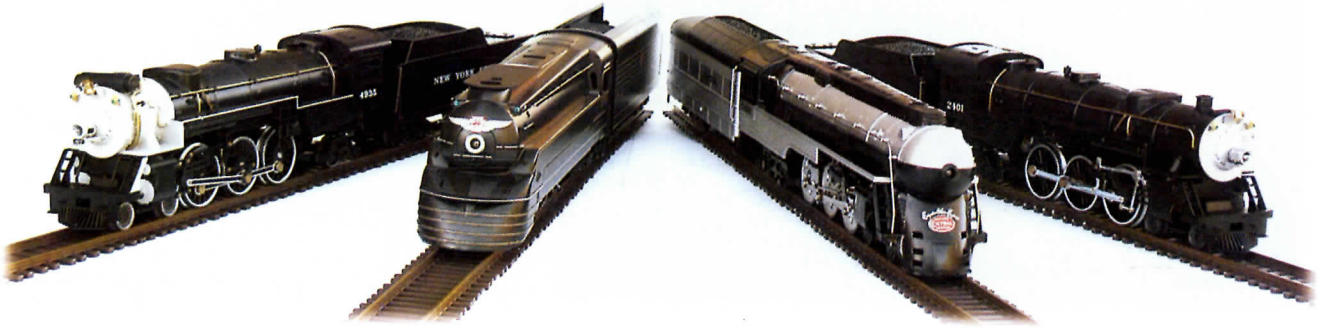


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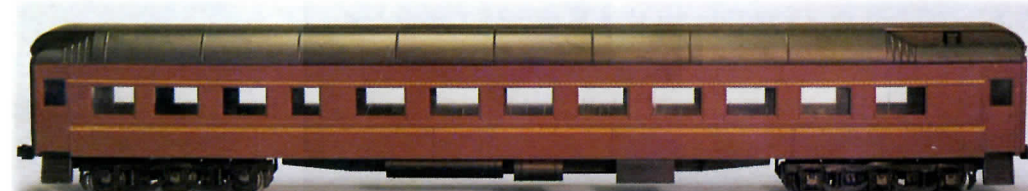
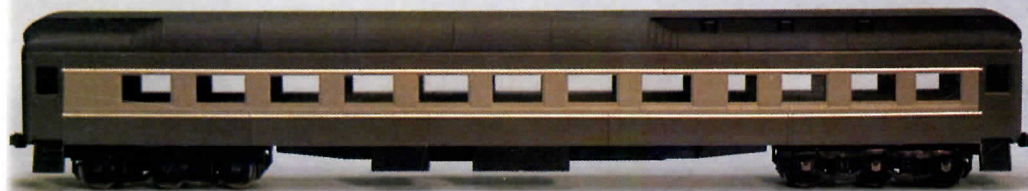
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