

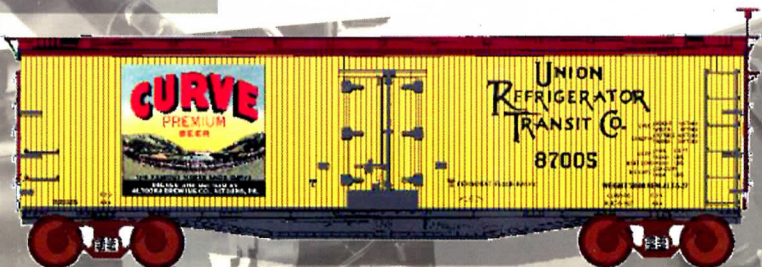


# DISPATCH



**Altoona Convention Update**

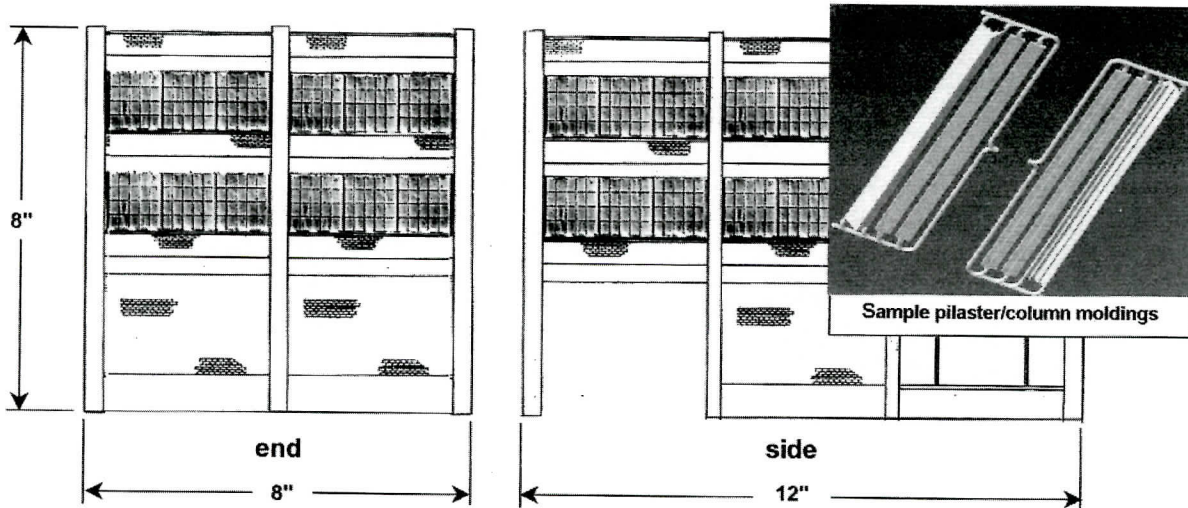
**AF 2-8-2 Review**  
**Tomalco Track Review**



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



*Innovative Model Works and the NASG present A New Kit –*  
**CONCRETE CURTAIN-WALL BUILDING**  
 (the “Brick Building” Kit)



*We've been waiting a long time for this kit, and we'll have to wait a little more. PBL, the injection-molding firm, discovered last October that they needed to make a larger mold base in order to accommodate not only the largest part for this kit, but also large parts for their other new products. By the time you see this ad (February 2005), this work will have been completed, but "running" the parts will still need to be done. So, stay with us – Please!!*

Price: \$75 (\$65 to NASG members), plus shipping (\$5 for one kit, \$2 for each additional kit).

***Order yours now!***

| Quantity                 |                                                     | price each (NASG members \$65, others \$75) | Totals    |
|--------------------------|-----------------------------------------------------|---------------------------------------------|-----------|
| <input type="checkbox"/> | <b>Brick Building Kits</b>                          |                                             |           |
|                          | <b>PA residents add sales tax (6%) per kit</b>      |                                             |           |
|                          | <b>Shipping (\$5 first kit, \$2 each addl. kit)</b> |                                             |           |
|                          | <b>Order total:</b>                                 |                                             | <b>\$</b> |

*Fill in, clip or copy, and mail with check or money order (payable to "NASG Inc.") to:*

name \_\_\_\_\_  
 address \_\_\_\_\_  
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 postal code/country \_\_\_\_\_

**NASG Brick Building  
 c/o John Foley  
 164 W. Railroad St.  
 Pottsville, PA 17901-1126**

**NASG Number:** \_\_\_\_\_

**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.

**Jeff Madden**  
**438 Bron Derw Ct.**  
**Wales, WI 53183**  
**262-968-3729**  
**nasgdispatch@hotmail.com**

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

**TEMPORARILY!!**  
**NASG Treasurer,**  
**Michael Shea, 488 Stonewood Ave.,**  
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**COVER: Dualing AF 2-8-2s on Carl Tuveson's hi-rail layout. Photo by Carl. Colorful "Curve Beer" reefer is the Altoona NASG convention car. Also shown is the 2005 S Spree Ivory Soap car.**

# ORDER BOARD

**Volume XXIX Number 1**

**February, 2005**



|                                                                    |              |
|--------------------------------------------------------------------|--------------|
| <b>Brick Building Order Form</b> .....                             | <b>2</b>     |
| <b>President's Message, NASG News,</b> .....                       | <b>4</b>     |
| <b>Jeff's Junction and Railmail</b> .....                          | <b>5</b>     |
| <b>New Products Report</b> .....                                   | <b>6</b>     |
| <b>On Conventions</b> ..... <b>Dick Karnes</b> .....               | <b>8</b>     |
| <b>Altoona Convention Update</b> .....                             | <b>9-13</b>  |
| <b>Meet an S Gauger, Stan Furmanak</b> .. <b>Bill Fraley</b> ..... | <b>14-15</b> |
| <b>AF Mikado Review</b> ..... <b>Carl Tuveson</b> .....            | <b>16</b>    |
| <b>S-Pikes</b> .....                                               | <b>18-19</b> |
| <b>Its Great in Dayton</b> ..... <b>Thomas Hartrum</b> .....       | <b>20</b>    |
| <b>Pullman Ad</b> .....                                            | <b>22</b>    |
| <b>Club Sandwich</b> ..... <b>Dave Pool</b> .....                  | <b>23-27</b> |
| <b>Tomalco Track Review</b> ..... <b>Sam Powell</b> .....          | <b>28</b>    |
| <b>Straight &amp; Narrow</b> ..... <b>Dave Heine</b> .....         | <b>30</b>    |
| <b>Extra Board</b> .....                                           | <b>32</b>    |
| <b>S Calendar</b> .....                                            | <b>33</b>    |

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

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## ***PRESIDENT'S MESSAGE....***

As spring approaches and winter begins to release its icy grip, we begin to see signs of growth. Life edges forward little by little. It's the same sort of thing when I think of S and look for signs of growth. There is definitely something going on in S. OK, it's not a huge groundswell, but I think that we're growing. Since the hobby overall seems to be shrinking, before someone thinks that almost 4 years of being President has gotten to my sanity, I'll try to offer some proof.

One can look to the varied and plentiful, and I might add, successful, new products that keep coming. Even though Lionel has had its share of litigation problems and has fired a bunch of executives, they have announced another ambitious schedule of new releases for 2005. This is headed by the Mikado, which according to most indications is a rousing sales success. For a long-long time they held off producing any steam at all let alone a completely new engine, but all of a sudden we have a brand new one and a re-release of the Dockside loco. I feel that the success of others has convinced them that we are growing and that it would be sound marketing to get into the competition.

One of the best examples of healthy competition is K-Line. They have marketed the old Marx line as S scale and it's been highly successful. Why? The cost of the cars has been very low. Sales have no doubt been encouraging. Now they're also bringing out low cost steam and have announced whole train sets for under \$200. This plugs up a vital gap. Inexpensive train sets will now be available to youngsters who outgrew "Thomas" and are ready for the next step in model trains. I say gap because we already have very nice higher end train sets. For a

long time S had no train sets and now we're going to have lots of sets in every price range.

This may seem minor, but I noticed that American Models is starting to provide their locomotives for some of the "lesser" railroads. This is important, because in a very limited market, catering to the largest class one railroads like PRR or NYC is the best way to market items like locomotives. A maturing and growing S market can make runs of the smaller prototypes successful. The items I noted include a Pere Marquette Pacific and an FM Trainmaster decorated for the Wabash. The secondary roads are great to model. My personal favorites include the RF&P and the L&N.

S has finally been getting more modern prototypes. This is important for overall growth because many of the younger model railroaders identify with modern equipment.

S Scale America is making intermodal cars and containers. Their Evans box car is a winner. BTS has been announcing new TOFC cars and Kaslo shops is working on grain cars. American Models already makes such things as modern 50' box cars, PS-2's, intermodal equipment and Amtrak superliners.

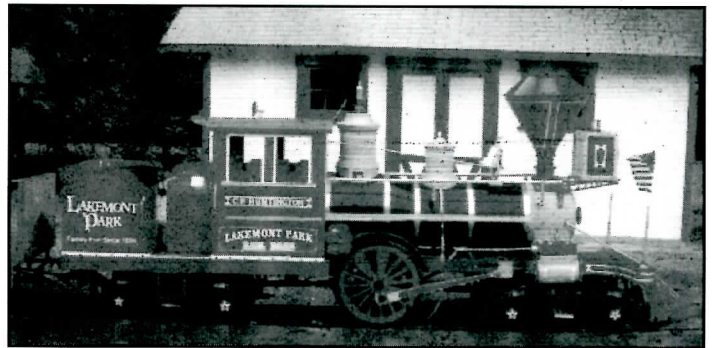
There are others signs like the growth of the Yahoo chat groups and interest shown in S in other HO dominated chat groups, but you get the picture. Everywhere I look, I see positive signs of growth. Even our beloved NASG has recently gained about 180 new members. A lot of people have stuck their necks out and worked hard for this growth and we'll all stand to benefit from a healthy and growing S. I can't wait to see what's coming by next spring.

**NASG President Roy Hoffman**

## **NASG NEWS**

Good News: Now would be a good time to share some good news. The NASG has recently gained about 180 new members. This is due largely to several things - the hard work put in by our promotions committee, our local clubs presence at train shows and meets, more aggressive advertising, etc. But, perhaps the biggest reason is the work that acting membership chairman Stan Furmanak and Treasurer Mike Shea have put in, making the whole membership process more painless and streamlined. We were used to many complaints coming and membership cancellations, but they have virtually ceased making my life and others a whole lot easier. So Leslie (new member), welcome aboard and enjoy the ride.

- Roy Hoffman



**You can ride the park railroad train at Lakemont Park in Altoona at the convention.**



# RAIL MAIL

**Re: NASG Lionel 1992 NKP flat:** I just received the December 2004 *Dispatch* and the list on page 30 of the NASG Flyer cars caught my eye. Upon checking the ones I own, all was fine until I checked my 1992 #48479 NKP flat/with trailer. Mine was received without a trailer. When I originally received it, I never gave

the lack of a trailer a thought. Could someone (Doug) verify if it actually came with a trailer - otherwise the list needs corrected. Of course, if a trailer was included, I'd love to get one if available. You can call me anytime.

- Robert Johnson *Robert is a member, so if anyone can help him in this regard please look him up and give him a call. I assume Doug Peck might be the most helpful in this regard.* - ed.

*Continued on page 34*

## Jeff's Junction



### mFreelancing and Promoting S...

There's always some chatter about prototype modelers fleeing S, or whining if they stay. They moan that there is a lack of enough locos and rolling stock produced in their favorite road, especially ready-to-run, but including brass and kits. Some scalers and hi-railers alike are guilty of this.

Really this is nothing new to those already in S. Many modelers will change their major scale sometime during their lifetime anyway, often more than once. We need not fret losing an occasional S gauger over to the HO, N or O scales. As an example, I had a couple of friends back in West Virginia who were in N and HO forever and have just switched over to O hi-rail, most likely for the variety, RTR and easier to handle reasons. Others go from bigger to smaller for the variety of prototype available, layout space, cost, etc.

Wow, you say, why the heck are we in S? Well, you know why, and yes, many of us are hi-railers or tin-platers too. Regardless, we need to keep promoting S for its benefits over the smaller scales or those larger than S. We do need to be upfront about the limitations of S when recruiting to our scale. We need to always be aware and state the strengths of S - and these be: size, detail that can be seen, reliable operation, friendly association, and steadily improving quantity and quality of products. S scale narrow gauge will sell itself, but standard gauge is a bit tougher to sell to a non-S scale.

Becoming the *Dispatch* editor in 1993 naturally goaded me into beginning to model in S scale even though saddled with 20 plus unpacked boxes of HO in my basement after a move half-way across the country. The timing of the early '90s must have been

just right for me as I was starting to wear bi-focals and hit the big upsurge in S product availability.

I gradually began selling off HO to buy S, and at the same time decided on downsizing my layout aspirations (large with HO) to a more manageable scope easily accomplished in S (see my layout stories). A couple of other decisions regarding layout size and theme also permitted me to readily accept S. One was that I desired an around-the-wall layout which was quite feasible in the new house, and the other was convincing myself to model a freelance branchline feeding a prototype (B&O) loop of mainline.

At first I was a bit frustrated with this decision because of the lack of much prototype or at least painted and lettered items for the B&O. I knew the freelance portion wouldn't be a problem even back in '93 with the availability of Rex (Putt Trains), a few brass steam offerings, AM GP9s and RS-3s that I could use for branch power. Thus a fortuitous trade for an Overland USRA mike (B&O had them) and the acquisition of a couple of undecorated GP9s and an RS3 for the branchline got me going. Now, of course, I'm in heaven with the current 1st generation diesel offerings in B&O and the upcoming SHS 2-8-0. So as I state in my layout articles and here, now I'm in pretty good shape as far as rolling stock and motive power to accomplish my theme goals. Yes, I have moved into the "I prefer RTR loco and rolling stock realm" so I can concentrate more on layout construction, structure building and track laying - and yes, track laying will be mostly hand-laid flex track and completed turnouts.

With the current status of S products we have the tools to sell the scale (gauge) even more so than in the '90s. Even Lionel has jumped on the bandwagon with the USRA light 2-8-2 which is receiving compliments and is prototype for many roads. But since we are still not overwhelmed with prototype choices as are HO, N and O we do have to be realistic and suggest a little freelance mix along with the prototype. Besides this slight drawback the selling points

*Continued on page 21*



# NEW PRODUCTS REPORT

By Jeff Madden

**AMERICAN MODELS** (248-437-6800, [www.americanmodels.com](http://www.americanmodels.com))

The ad on the back cover of last issue surprised even me. Yes, AM is releasing the long heavyweight Cafe cars at \$59.95 each to match the NASG cars. Neat.

**BTS** ([www.btsrr.com](http://www.btsrr.com) - moving to WV) has some new items in the works. The Sn3 EBT tank car #116 is coming. It will have a urethane frame and rolled brass tank. Only 25 cars will be made - RTR. Price tba. Another future project is moving along - the PRR small engines. These are the H8-H9-H10 2-8-0s, 4-4-2 and 4-6-0. The 2-8-0s will be tried first. One hundred \$150 deposits are necessary by Sept 1, 2005 to get this project underway. Construction will be similar to the Ma & Pa locos. Price tba.

Mentioned previously are two Ma & Pa projects. The 1905 2-8-0 is scheduled for fall 2005 delivery. Also, the Ma & Pa (PRR) bobber caboose is moving along as well. Prices tba.

**LIONEL LLC** ([www.lionel.com](http://www.lionel.com)) Lionel's first '05 AF catalog PRR PAs, passenger cars, the 2-8-2 in UP and SR schemes, bay window cabooses, GP9s, various freight cars, and a 770 baggage unloader. Here's the list: PRR (Tuscan) PA passenger set - 2 A units and 4 passenger cars \$679.99; extra passenger car 2-pack, \$129.99; PA B unit with Railsounds, \$159.99. New bay window cabooses, \$52.99 - Southern, SP, UP; also wide-vision cupola caboose, DM&IR. New will be SD9s (actually GP9s with a six-wheel truck) in DM&IR and SP, each \$259.99. The 2-8-2 will be available in UP (black) and Southern (green) for \$629.99 each. These include Railsounds.

Freight cars at \$52.99 include SF boxcar, D&H pipe load gondola, B&O flat with girder, DM&IR 2-bay hopper, REA flat with 2 piggy-back trailers, Protex 3-bay tank car. There are two freight cars with a bit higher retail - UPS flat with two trailers and Pillsbury single-dome tank - \$52.99 each. Also, a UP boom car will be \$52.99; a UP crane car, \$52.99. New release operating cars include PRR auto dump coal car, \$74.99 (first time reissue); MOW searchlight car, \$74.99; NYC walking brakeman car, \$74.99. The #770 Loading Platform and car will be reissued for \$149.99. .

**PINE CANYON SCALE MODEL** ([www.pinecanyon-models.com](http://www.pinecanyon-models.com)) has a Toxic Terminal brick warehouse. This will be a resin kit like their usual ones. Details with the building kit include loading dock, 2 clumps of 55-gallon drums, water tower, 6 vent turbines, 2 heat vents, 2 electric meters, rain drains, wooden ladders, 2 access stairs, junk detail casting and full color signs. \$75 until March 27, then \$89. Footprint: 15 x 6-1/8 x 6 inches high. The loading dock will add 1-1/2 inches to the depth.

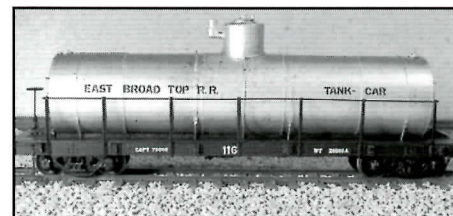
**RIVER RAISIN** ([www.riverraisinmodels.com](http://www.riverraisinmodels.com) - 248-366-9621) The brass C&O 2-6-6-2 project is moving ahead. These are the H-4 and H-6 versions with Vanderbilt tenders. A \$500 dollar deposit is required for pre-production at a slightly lower price. Final post-production price of \$2,499 for the painted version and \$2,399 for the unpainted version. These locos should be able to handle even 29" radius curves. Added features include lit marker lights and numberboards, and they will be DCC ready. In real life these locos operated until the mid-'50s on the

C&O which had 76 H-4s and 45 H-4s.

Also via Overland, RR will eventually offer brass 4 axle EMD models of the GP59, 60, 60M and 60B. These were produced from the mid-'80s to mid-'90s. Road names will be EMD Demonstrator, NS, ATSF (war bonnet), BNSF, CSX, D&RGW, SP and UP. They will be limited to 150 pieces. Pricing tba.



Pine Canyon Toxic Warehouse



BTS EBT tank car and PRR 2-8-0

**SD-9 Diesel Locomotives**

Now for 2005, the tough SD-9 road switcher joins the American River diesel roster. First built by General Motors' Electro-Motive Division in the early fifties, 471 SD-9s would serve on branch lines across the country. Each of these new American River locomotives include sturdy die-cast metal trucks.

**FEATURES:**

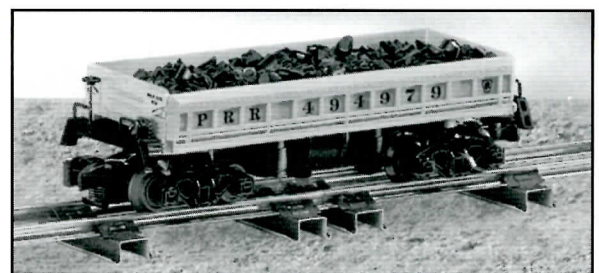
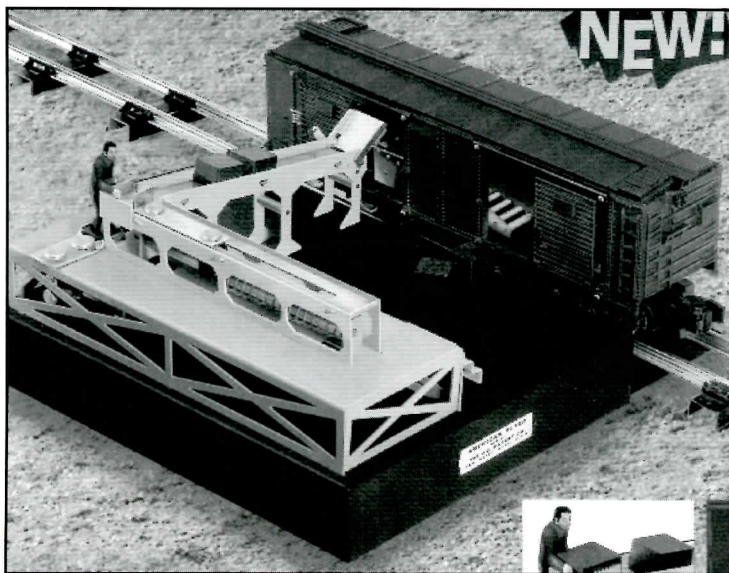
- NEW die-cast metal 6-wheel trucks
- Die-cast metal frame
- Transformer controlled forward, neutral and reverse operation
- Powerful maintenance-free motor
- Interior illumination
- Traction fins
- Length: 10 3/4"

Concept model shown

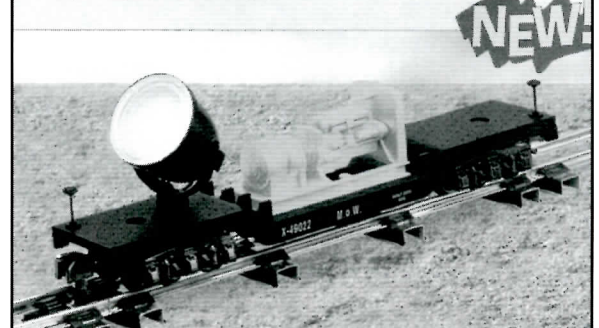
**NEW!**

© 2004 Roy Cavallaro, Missoula, Montana. Iron Horse SD-9 \$259.99





6-49024] Pennsylvania Coal Dump Car \$74.99



6-49022] M.O.W. Searchlight Car \$74.99



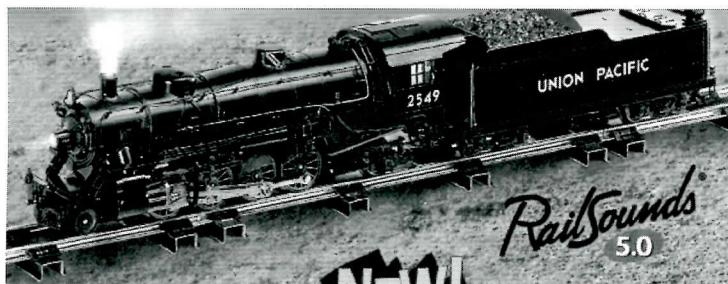
Above and left are some of Lionel's new AF offerings. The SD9s on page 6 are basically GP9s with faux 6-wheel trucks. New road names coming for the 2-8-2 include UP (shown) and green Southern.

**Bay Window Caboose**

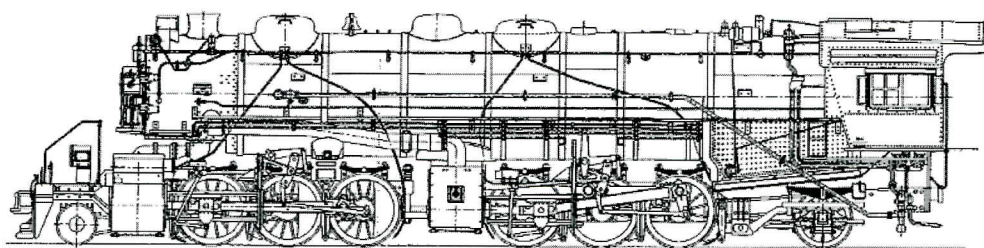
**FEATURES:**

- NEW body and ribbed roof
- Interior illumination
- Die-cast metal trucks
- Metal frame
- Length: 7 1/4"

[6-48727] Union Pacific \$52.99

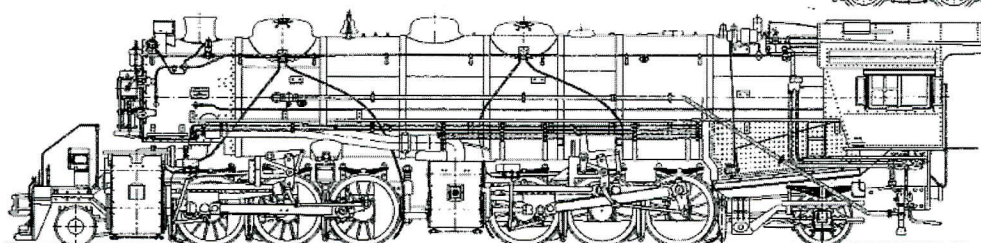
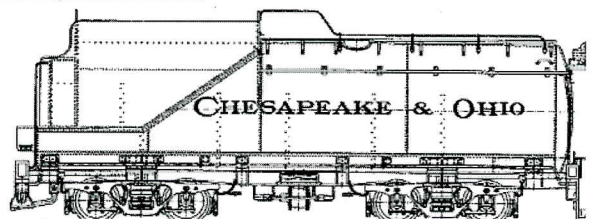


[6-48041] Union Pacific USRA Light Mikado \$629.99



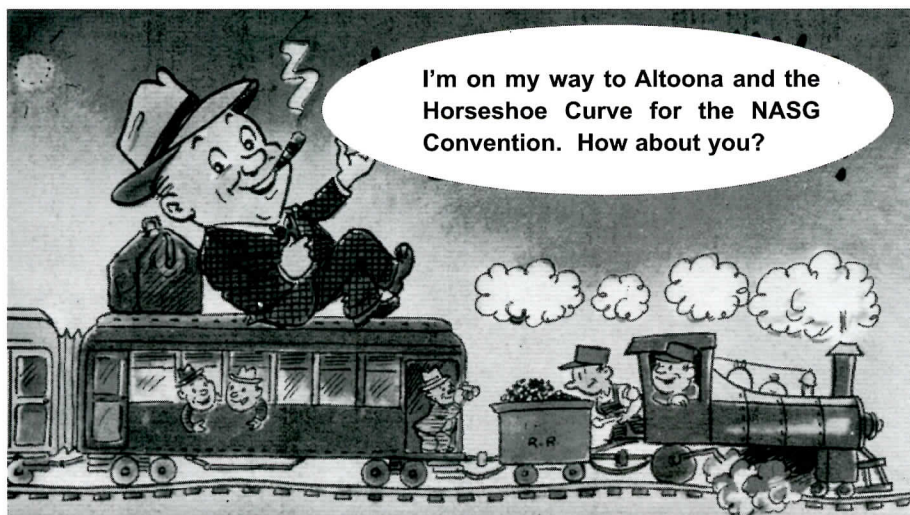
#### C&O Mallet Project

Added features on the C&O H-4 and H-6 project will be lit marker lights, numberboards and all models will come DCC ready. This is your opportunity to get a 2-6-6-2 locomotive that is planned to operate on 29" radius. Order yours now in factory painted and lettered, factory painted only, or unpainted. This project is a go and our order distribution will be fixed with the builder soon.



River Raisin will be coming out with these two versions of the C&O mallet.





## To answer your questions:

### 1. What goes on at the conventions?

**There are tours** -- prototype as well as layouts. Example prototype tours: Railroad museums, mines, tourist railroads, fan trips. One of the most interesting that I can recall: Tour of the New York City subway shops (New Brunswick NASG Convention, 1988).

**There are clinics.** These are usually an hour each, on a wide variety of topics, by experts in their fields: weathering, turnout-building, DCC, AF collecting, scenery, kitbashing, etc., etc.

**There is always one large hall** (or more, depending on hall size) devoted to a combination of display layouts and vendor tables. Vendor tables are a mix of manufacturers and importers (about 50%), retailers (about 20%), used AF dealers (about 20%), individuals selling equipment from deceased members' estates (about 5%), and other miscellaneous booths (about 5%).

**There is always a model contest** (for four different skill levels) and a photo contest.

**There is always a banquet**, at which NASG award winners are announced and introduced.

**There is always an auction** after the banquet.

**There is always a General Membership meeting**, hosted by the NASG Board of Trustees.

**There are usually door prizes**, items ranging from a few dollars in value to hundreds.

**People meet old friends and make new ones.**

**And you find out who's about to manufacture what.**

### 2. What kind of stuff do you find at conventions that you cannot get anywhere else, such as eBay?

This is an easy one. You have a temporary fantasy-land, like Brigadoon (but yearly instead of every century or so), which is the largest, most completely-stocked S gauge hobby shop in the world. You can find bargains, and you can find current stuff at current prices. You can see and fondle stuff before you commit.

### 3. How was the prior Altoona convention?

I was there, so I can tell you what I saw/liked. The Altoona people did pretty much everything in my answer to #1. In addition, it was neat going out to Horseshoe Curve with four other guys to do train-watching.

We also went to the other side of the mountain to watch trains emerge from the Gallitzin Tunnel (or was it the sister tunnel whose name I can't remember?). We thought a steam loco was about to emerge, judging by the black smoke. But it turned out to be a GE unit with a blown turbocharger. I had lunch with Bill Lane at a Chinese restaurant, and took in a tour of the Conrail shops. And I set off a door alarm outside a restaurant in a local restaurant -- made Kent Singer forget he had to pee! Oh, yes -- There was a local power outage one evening, so about seven of us piled into Dave Jasper's van and headed south until we found a restaurant with electricity.

### 4. How important is it to go if you are serious about S but have never been to a NASG convention before?

Important? I don't know. In the grand scheme of things, model trains take a back seat to lots of stuff, no matter how serious a modeler one is. But I have attended all but one since 1985, and I'm always refreshed, always fired up, and always (over)stocked with new (or old) acquisitions when I come home.

Dick Karnes, Executive VP



# S CLIMBS THE ALLEGHENIES

## NASG Annual Convention 2005

### Tentative Schedule July 25 through July 30

#### Monday, July 25:

6 p.m. Registration opens  
6:30 p.m. Layout setup available  
10:00 p.m. Activities closed  
10:15 p.m. Late Night Social

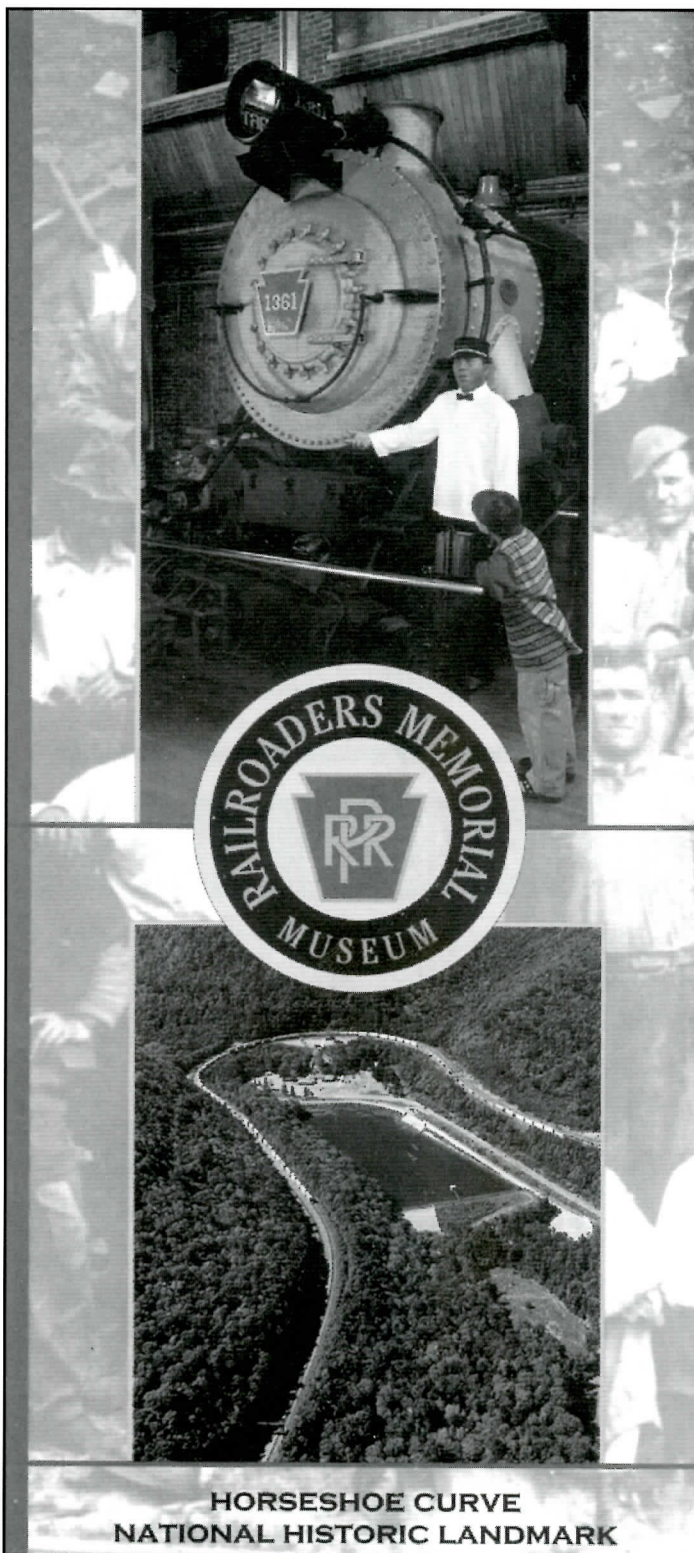
#### Tuesday, July 26:

6:30 a.m. Hospitality room opens  
7:00 a.m. Registration opens  
7:30 a.m. Mostly Rail Tour leaves - Gallitzen Tunnels, Cassandra Overlook, Southern Allegheny Museum of Art, Paul Gaermier's HO layout, The Meadow's Frozen Custard. Websites to check: [www.westsylvania.com/cfm/attractions](http://www.westsylvania.com/cfm/attractions); [www.trainweb.org/pghrailfan/cassandra.html](http://www.trainweb.org/pghrailfan/cassandra.html).  
8:00 a.m. Mostly non-rail tour departs - Cathedral of the Blessed Sacrament, Southern Allegheny's Museum of Art, Baker's Mansion, The Wall That Heals (1/2 replica of Vietnam Veterans Memorial), Mishler Theatre, and The Meadow's Frozen Custard. Websites to check: [www.westsylvania.com/cfm/attractions](http://www.westsylvania.com/cfm/attractions).

9:30 a.m. Registration closed  
1:00 p.m. Registration opens  
3:00-3:30 p.m. Busses return from tours  
4:00 p.m. S/Sn3 Prototype Modelers MPSM Special Interest Group  
4:30 p.m. NASG Model Contest Registration Opens  
5:30 p.m. Registration Closes  
5:30 p.m. Display Room closes (layouts) for dinner  
7:00 p.m. Layout Tour departs - Calvin Flaugh's AF, Don Gobel's O gauge.  
7:00 p.m. Registration opens  
8:00 p.m. Clinic (TBD)  
9:00 p.m. Registration closed  
10:00 p.m. All activities closed  
10:15 p.m. Late night social

#### Wednesday, July 27:

6:30 a.m. Hospitality Room opens  
7:00 a.m. Registration opens  
7:30 a.m. Rail Tour to East Broad Top leaves - authentic eastern steam-powered narrow gauge railroad. Check [www.febt.org/ebt.html](http://www.febt.org/ebt.html). Includes steam ride and 3-mile trolley ride at the Rockhill Trolley Museum. Check [www.rockhilltrolley.org](http://www.rockhilltrolley.org). Tour may be open to public as well. See previous *Dispatch* arti-





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cles.

- 11:30 a.m. Registration closes for lunch
- 1:00 p.m. Registration opens
- 3:30 p.m. Bus returns from EBT tour
- 3:45 p.m. Dealer display room opens for "dealer setup" - No sales today.
- 4:00 p.m. Clinic - Creating Inexpensive structures in S by Henry Streilein.
- 4:15 p.m. NASG Model Contest registration opens
- 4:30 p.m. Manufacturers' Meeting - invitation only.
- 5:30 p.m. Registration closed
- 6:00 p.m. NASG Model Contest registration closes.
- 6:30 p.m. Ice Breaker Party at Lakemont Park. Check [www.lakemontparkfun.com](http://www.lakemontparkfun.com). Park is the 8th oldest amusement park in the world. It was founded in 1894 by the Altoona & Logan Valley Electric Railway Company. The park has over 30 rides and attractions including the Island Waterpark, Spins n' Grins, Kiddieland, Skyliner roller coaster and more. Lakemont Park is the home of the "world's oldest rollercoaster" called Leap the Dips originally built in 1902. You may even have an opportunity to operate the park train. Food will include BBQ chicken, rolls, salad, baked beans and seasonal fruit.
- 10: p.m. All activities closed.
- 10:00 p.m. Late night social

#### Thursday, July 28:

- 6:30 a.m. Hospitality room opens
- 7:00 a.m. Registration opens
- 7:30 a.m. Bus leaves for non-rail tour - Proud Mary cruise on Raystown Lake and the Swigert Auto Museum. The Proud Mary is a 62 foot Mississippi-style paddle wheeler. Lunch will be on board. The car museum includes many early classic antique cars. Check [www.americanroads.net/raystownlakeA.htm](http://www.americanroads.net/raystownlakeA.htm) and [www.swigartmuseum.com](http://www.swigartmuseum.com).
- 8:00 a.m. Rail Tour departs - Railroaders' Memorial Museum, Horseshoe Curve, Allegheny Portage Railroad and Canal Basin Park. This is most likely the premier rail tour of the convention. The Railroaders' Memorial Museum in Altoona is a state of the art museum that celebrates the lives and work of the people who built, maintained and operated the Pennsylvania Railroad and its successors. Horseshoe Curve needs no introduction I'm sure. The Allegheny Portage Railroad was the first railroad constructed over the Alleghenies. This inclined plane railroad operated between 1834 and 1854. The Canal Basin Park preserves the character of a canal era town. Check these websites: [www.railroadcity.com/museum.htm](http://www.railroadcity.com/museum.htm), [www.railroadcity.com/curve.htm](http://www.railroadcity.com/curve.htm), [www.nps.gov/alpo/](http://www.nps.gov/alpo/), [www.hollidaysburg.org/canal.html](http://www.hollidaysburg.org/canal.html).

## National Historic Landmark



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## East Broad Top Railroad



11:30 a.m. Registration closed for lunch  
 1:00 p.m. Registration opens  
 3:30 p.m. Tours return  
 3:45 p.m. Dealer/display room opens (Sales today)  
 4:00 p.m. BOT Meeting  
 4:00 p.m. Pre-view model contest entries  
 5:00 p.m. Layout Tour leaves - AAMR O scale and HO scale layouts and AMTMA club layouts - Rockway Building. The Altoona Association of Model Railroaders have a combination O and HO layout with hand-laid track and scenery. The Alto Model Train Museum Association has two O gauge, one S gauge and one HO layout at the location.  
 5:30 p.m. Activities in hotel closed for dinner  
 7:00 p.m. Hotel activities (dealer room, etc.) reopens  
 7:15 p.m. Clinic - Modeling Milk in S by Ed Loizeaux. Includes modeling milk trains and specific milk cars.  
 7:30 p.m. Woman's Fashion Show & English Style Tea: The ladies will love this. A show and explanation of how women's fashion and design have changed over history, especially during the 18th and 19th centuries. The English style tea will be arranged by Dorothy Vinglas, one of our members and a native of Great Britain.  
 8:30 p.m. Clinic - Building a layout by Ed Loizeaux. This will be an audience participation clinic whereby folks with questions and concerns can ask Ed how he did this or that on his large S scale layout - recently featured in Great Model Railroads. Topics will include scale, hi-rail and AF.  
 9:00 p.m. Registration closed  
 9:30 p.m. Exhibit room closes  
 10:00 p.m. Hall closed.

#### Friday, July 29:

6:30 a.m. Hospitality room opens  
 7:00 a.m. Registration opens  
 7:30 a.m. Mostly Johnstown Rail Tour departs - Johnstown Incline Plane, Flood Museum, Johnstown America Corp., Henry Streilein's American Flyer layout and collection. You can ride this incline plane opened in 1891 to provide transportation up Yoder Hill on a 70.0 percent grade. The Flood Museum explores the history of the 1899 flood which killed over 2,200 people. Johnstown America makes aluminum railcars, mostly hoppers. It's the largest plant in North America that does that. Henry Steilein has a large AF layout and collection to see. Websites: [www.johnstownpa.com](http://www.johnstownpa.com), [www.johnstownamerica.com](http://www.johnstownamerica.com).  
 11:00 a.m. Registration closes for lunch  
 1:00 p.m. Registration opens  
 3:30 p.m. Bus returns from Johnstown tour  
 3:45 p.m. Exhibit Room opens  
 4:00 p.m. Model Contest Room opens  
 5:00 p.m. Layout Tour departs - Gary Claar's O

#### Railroaders' Memorial Museum:

This will be on part of Thursday's rail tour. The museum was once one of the many shop buildings that filled Altoona during the heyday of the industrial revolution. It was formerly the Master Mechanics Shop. The museum is a state of the art museum that celebrates the lives and work of the people who built, maintained and operated the Pennsylvania Railroad and its successors. The Railroaders Memorial Museum is filled with stories. They reach out to you as you enter the lobby and see the life-sized replica of a K-4 locomotive. As you travel through the museum, virtual railroaders share their lives and stories with you, allowing you to relive the days when railroads were the transportation giants. If you take this tour you will also visit Horseshoe Curve, the Allegheny Portage Railroad and the Canal Basin Park. If you can't make the tour, then the Museum can be attended during other times.

#### BOSOM BUDDIES TO BUSTLES

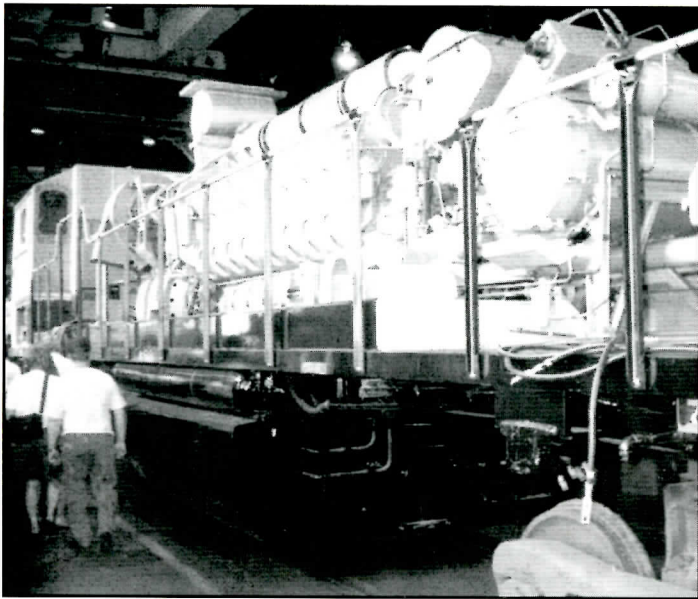
##### *Women's Fashions 1770 to 1900*

While styles of clothing have changed many times since the first fig leaf, some aspects of design are repeated from time to time. Life styles, political events, artistic trends, social status, and famous persons have all influenced men's and women's clothing throughout the centuries. 18th and 19th century American fashions were inspired by the creations of French designers for the "better sort."

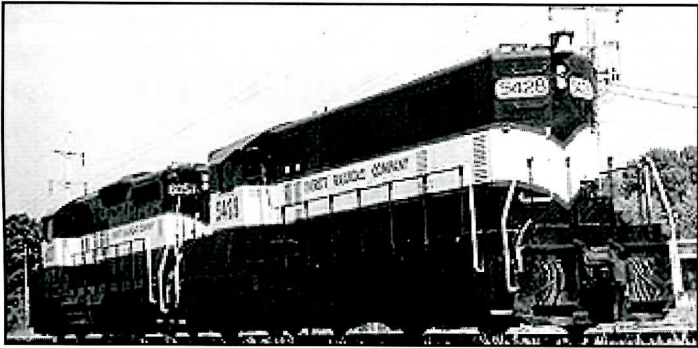
Women's silhouettes changed dramatically in these 130 years. How did women get to be all those shapes? The secret is in the foundation garments and this show will reveal them all!



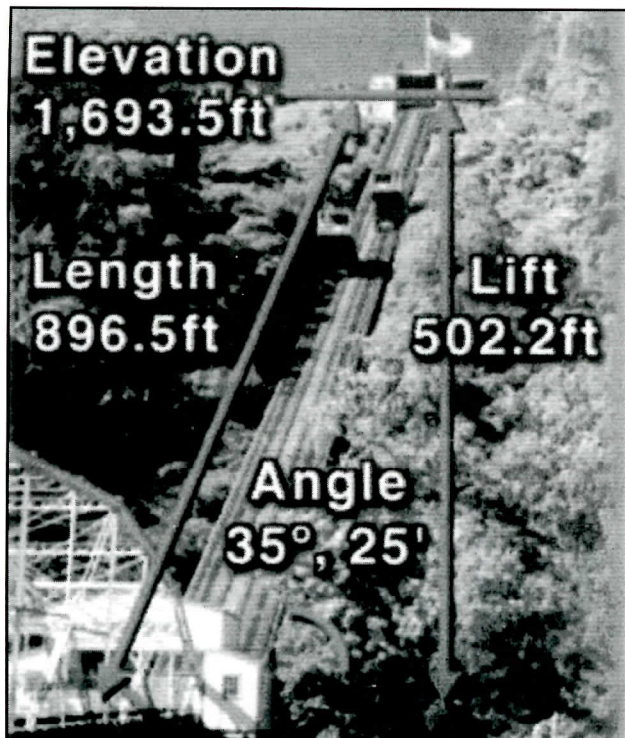




The Juniata Locomotive Shop should prove a popular tour.  
1995 photo by Jeff Madden



The Everett Railroad tour runs on an old Pennsy branch line south of Altoona.



gauge model layout with a Horseshoe Curve. Rod Young's O gauge layout has at least 15 trains and/or trolleys running at the same time. Greg Saylor's O gauge layout is under construction.

5:30 p.m. Registration closes for dinner  
5:30 p.m. Exhibit room closes for dinner  
7:00 p.m. Registration and Exhibit room opens  
7:00 p.m. Model Contest room closed for judging  
7:15 p.m. Clinic - Staging yards to enhance your layout by Terry Harrison. Open discussion, bring your plans.  
9:00 p.m. Registration closed  
9:30 p.m. Exhibit room closes  
10:00 p.m. Room closed.

#### Saturday, July 30:

6:30 a.m. Hospitality Room opens  
7:00 a.m. Registration opens  
7:30 a.m. Rail Tour bus departs to Norfolk Southern Juniata Shops. This historical locomotive shop tour was extremely popular during the '95 convention. Historically, the shops began in 1866 as a machine shop and graduated to a locomotive shop in 1904. The last steam loco shopped there was a PRR T1 in 1946. Check out [www.jim-frizzell.com/juniata\\_locomotive\\_shop\\_2001.htm](http://www.jim-frizzell.com/juniata_locomotive_shop_2001.htm).  
9:45 a.m. Juniata Shop tour returns.  
10:00 a.m. Exhibit room opens  
10:00 a.m. Rail tour bus departs for Everett Railroad/Roaring Spring Tour. The Everett Railroad Co. is a class III common carrier that goes south from Hollidaysburg to various central Pennsylvania rural communities. Check out: [www.trainweb.org/horseshoecurve-nrhs/excursions.htm](http://www.trainweb.org/horseshoecurve-nrhs/excursions.htm).  
2:00 p.m. Exhibit Room Tear down.  
2:30 p.m. Bus returns from Everett/Roaring Spring excursion.  
3:30 p.m. NASG Annual Business Meeting - open to all.  
6:00 p.m. Happy Hour  
7:00 p.m. NASG Banquet  
9:00 p.m. Auction with Jamie Bothwell  
10:15 p.m. Model pickup

#### Sunday, July 31:

Getaway day or  
All-Gauge swap meet .....

At left is a view and statistics regarding the Johnstown Incline Plane. It is one of the few operating ones surviving in the country and will be on a Friday Tour - or you can catch it on your own.



## Chapter III - THIS TIME IT'S S

By Jeff Madden

### Building a Roster:

By having settled on a basic theme for a layout, it was much easier to build up a roster of locomotives and rolling stock. Since I found things more expensive per unit in S than HO, this was definitely the way to go. I could be selective on purchasing things targeted to my goal of a West Virginia branchline and a B&O secondary main. I also decided early on to restrict my roster to late '50s transition era (how novel). This is what I grew up with, and I love steam, so the late '50s it was. Since the B&O had steam up until the late '50s and the BC&G had steam into the '60s my scheme seemed to be a perfect fit. Again, the BC&G was transformed into a freelance branch for my purposes.

Since I had a general idea back in '94 about my then future layout plans, my first **S locomotive purchases** fit in with what I'm working on now. Actually they were trades. I traded some Lionel trains for two AM scale GP9s which that will become B&O with 1st generation diesel paint schemes. Then I swapped two HO brass engines for an Overland USRA 2-8-2, which also will become Baltimore & Ohio. Both the GP9s and 2-8-2s were common power on the B&O Elk River lines. Other steam which will see service on the B&O are an Overland USRA Pacific, an AM Pacific, and (coming) an SHS E27 2-8-0. Besides the geeps, other B&O diesels on my roster include an SW9 and F3 A&B from SHS and an Alco FA & FB set and a pair of E8As from AM. Actual power dedicated to the branch will be an RS3 and a Rex Dockside (mine switcher). The B&O power is pretty well set, but I hope to add a Rex Mogul, an AM Baldwin switcher and a Shay to branch power. The E27 will probably serve as leased power for the branch, or maybe I'll get a second 2-8-0 down the road.

**For caboose**, I already have a brass B&O wagon top and an AM bay window I plan on kitbashing to an I-17. I

also have an AM wood caboose and a Steam Depot kit - both of which will be lettered for the freelance Elk & Gauley. In the future I hope to acquire a couple of B&O wood style cabooses, one for the B&O and one for the branch.

**Freight cars** for the Elk & Gauley branch will consist mostly of 20 plus hoppers for the mine runs, several flat cars for logs, plus a few miscellaneous cars. The B&O line will host the usual mix of other freight cars that would be appropriate on general freights. **Passenger cars** for the B&O lines will be B&O heavyweights. On the Elk & Gauley only a car or two will be used to serve the population in the logging and mine areas. A doodlebug and/or railbus is a future possibilities for the E&G as well.

### Accumulated Rolling Stock Roster:

|                                                |    |                                                                                              |
|------------------------------------------------|----|----------------------------------------------------------------------------------------------|
| Steam Locomotives:                             | 4  | -                                                                                            |
| SHS 2-8-0 will make 5                          |    |                                                                                              |
| Diesel Locomotives:                            | 10 | -                                                                                            |
| Two E8 A units are really excess to my scheme. |    |                                                                                              |
| Box cars:                                      | 40 |                                                                                              |
| Stock:                                         | 1  |                                                                                              |
| Covered Hopper:                                | 7  |                                                                                              |
| Tank Car:s                                     | 8  |                                                                                              |
| Hopper:                                        | 29 |                                                                                              |
| Express Reefer:                                | 1  |                                                                                              |
| Gondola:                                       | 6  |                                                                                              |
| Reefer:                                        | 2  | 7                                                                                            |
| (too many, but I like them) Rotate on layout   |    |                                                                                              |
| Flat cars:                                     | 6  |                                                                                              |
| Caboose:                                       | 5  |                                                                                              |
| Passenger                                      | 20 | (too many, but I like them) 6 smoothside cars (for E8s) will only see occasional layout use. |

Rolling stock not needed in actual layout operation may be rotated on and off the layout or utilized for trains on club modular layouts.

### Leftover HO items kept for use in S

1. Scrap plastic and wood
2. Leftover plastic kit parts - mostly large brick walls, large windows, details, etc.
3. Larger bridge piers
4. Code 100 rail joiners
5. Some actual HO kits - Revell enginehouse, printing plant and bak-

ery (still available through other manufacturers. A Life-Like freight depot. Heljan Tombstone courthouse, Walthers Powerplant (2), Walthers HO 2-track truss bridge to use for highway bridge.

6. Some large HO semaphores
7. Some powerpacks, wiring and some switch machines.

### S Structures Accumulated with a purpose:

1. Many LVM kits
2. Some BTS, Banta, Pine Canyon, Twin Whistle, Allegheny Models, etc. kits.
3. RTR MTH farmhouses
4. Ertl auction barn and general store (will be modified some)
5. Walthers O buildings to kitbash to S: Brookhill Creamery, Feed Mill, Auto Dealer.
6. Lionel concrete coaling station.
7. Plasticville to be modified slightly: Frosty Bar, Gas Station, Diner.
8. DSL Shops building fronts plus one building. These will be worked into a "Main Street".

### Track and Turnouts:

1. Many sections of code 100 flex-track - Shinohara, Tomalco (old and new).
2. Various #4.5, 6 and 8 turnouts by Shinohara, Tomalco and White Oak.
3. I kept most of my HO Caboose Industries ground throws for use on most turnouts
4. I have a few Tortoise machines in case I need them.

### Roadbed:

1. Cork, Vinyl and Homabed mix

### Miscellaneous:

1. Vehicles - Racing Champion, Johnny Lightning, Ertl, Winross, AHL, Hot Wheels, Matchbox, Corgi, etc.
2. Details
3. Figures

### Electrical:

1. To start will probably use some basic MRC and Troller packs left over from HO days. DCC down the road. I kept some toggles, wire and terminal strips which will probably see use in the beginning.



# Meet an S Gauger

By Bill Fraley

## Stan Furmanak

Our NASG President recently wrote....

"Now would be a good time to share some good news. The NASG has recently gained about 180 new members. This is due largely to several factors. The hard work put in by our promotions committee and our local clubs at train shows and meets, and more aggressive advertising, etc.

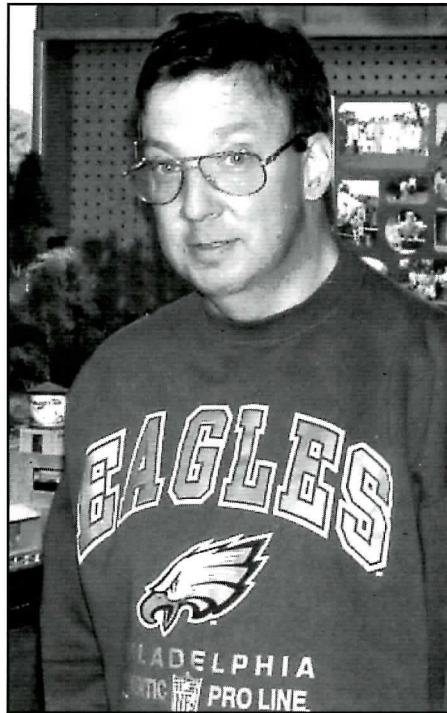
But, perhaps the biggest reason is the work that acting membership chairman Stan Furmanak and Treasurer Mike Shea have put in, making the whole membership process more painless and streamlined. We were used to many complaints coming in and membership cancellations, but they have virtually ceased making my life and others a whole lot easier."

So you may have asked who is this newcomer Stan Furmanak? So, as I pal around with Stan, who lives nearby, I thought I'd try and fill you in...

Stan has been a librarian for over 20 years with the last 11 years being a systems or computer librarian at Lebanon Valley College in Annville, Pa. [He manages online databases and writes code for the college website.] Stan holds the following degrees, B. A., University of Scranton, 1978; M.A., the Catholic University of America, 1982; M.L.S., Southern Connecticut State University, 1984.

Last year, Stan agreed to temporarily take over the NASG Membership Database, organize and upgrade it. I am sure you can now see and enjoy the fruits of all his labor.

Stan is quite a "Task-Meister" in other areas too! When Stan was a



very young person, he wanted to be a cabinetmaker. However, after developing a form of arthritis at age 12, a physical job like a cabinetmaker was out of the question and he ended up as an English Lit major in college. [Editor's, Gulp!] He also played the accordion, guitar and tin whistle, but when his rapid advancing arthritis made playing those instruments impossible, he discovered the hammered dulcimer. The beauty of this instrument along with his love for Celtic and folk music gave him the impulse to do a little woodworking and he built his own dulcimer. While he claims not be an impresario on the dulcimer, it is a definite form of therapeutic relaxation as well as a good way to exercise his hands and fingers.

Stan was a widower for 14 years

when in 2001, he remarried and went from living alone with 2 cats to an instant family with three older kids, 1 grandson, 5 cats and a very, very special wife. Linda does not understand my recent obsession with model railroading but she supports anything I do. Living in a railroad rich area in Central Pennsylvania, there are many opportunities like Steamtown, Strasburg, Enola, etc. and she enjoys these visits especially if a nice dinner is on the agenda.

Stan's father bought an American Flyer set for Stan's older brother, John, back in the 1950's. Stan's father died in 1958 and, while he has no memory of him, perhaps AF served as a way for Stan to connect to him.

In the 1960's Stan's younger brother, Bob, and he added to the original set and began an 8' x 16' layout. They worked on this until 1974 when we dismantled the layout, boxed up the AF stuff and went off to college.

Back in the 1980's Stan bought a few American models items on a whim when he discovered them in a Hobby Shop, but did not do much with them at that time. In 2001 Stan discovered S Helper Service and became aware of all the "S"tuff that was now available. So he decided to give model railroading another try, start from scratch and model S strictly in scale.

Brother Bob, who has also joined the NASG went the other way, is into American Flyer collecting and is considering building a high rail layout of his own.

Stan is presently using Code 100 NS track, Code 110 Wheel sets, Kadee # 5 couplers - although He said he needs to take a closer look at the new SHS "Kadee Style" couplers. Presently, he has a 8' X 30" module that he has built so as to exercise practicing hand laying track, building turnouts, etc.



Stan said that growing up directly across from the Philadelphia subdivision of the B & O and being a cat lover, he decided to plan a Chessie /B&O/ layout circa 1978 based on the Cumberland, MD. to Rockwood, Pa. Keystone subdivision also known as the Sand Patch Grade.

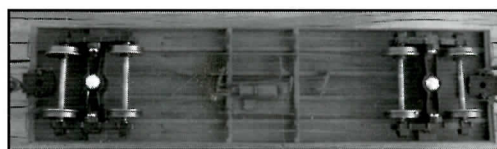
The first part of Stan's layout, still on his drawing board, will be a 24" X 18" "EL" that will model the West yard in Cumberland, the West End or Grafton junction, and the west end of the town of Cumberland. If Stan can get this, much done this summer he'll then move into the adjoining room over the Sand Patch summit to the town of Rockwood and the S&D junction.

Unlike working on a computer all day, what Stan likes most about model railroading is the actual building of something you can look at, that you can hold in your hands and to Stan, it gives him great satisfaction of achievement. Another plus is the friends you make in S, either through his membership in the Lehigh Valley S Gaugers club or by virtue of his participation in some of the Yahoo "S" Groups. Stan is anxiously waiting for the 2005 Altoona NASG convention, his first.

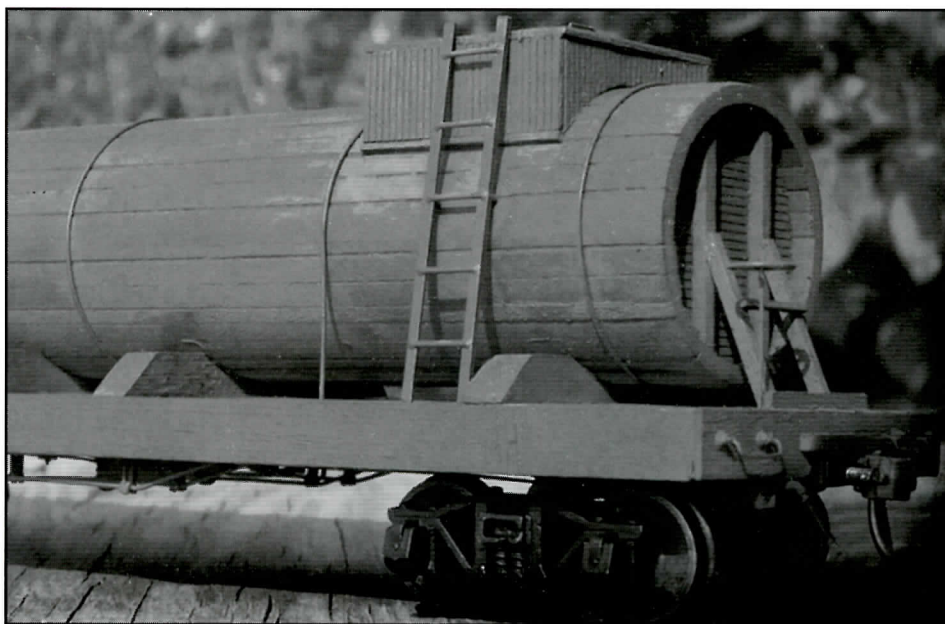
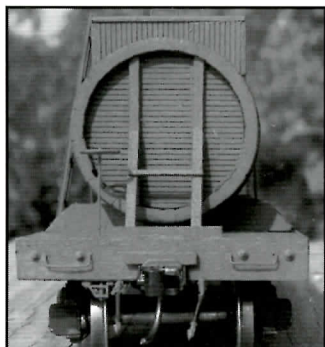
In conclusion, Stan loves building models, being a book lover and a librarian. He loves to research and to build prototypically accurate models, or at least to add a few details here and there, to enhance the looks of a ready to run model.



Some of Stan's work is shown here. Stan builds for others. Box car is Trainstuff kit. Wood tank car was built for Ed Loizeaux.



Below: Stan with some LVSG members by his module. Photos by Bill Fraley





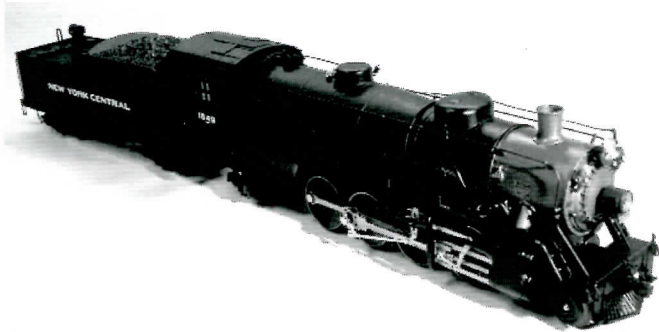
# American Flyer's Mikado

A review by Carl Tuveson

## My two new AF Mikados...

It's been a long time coming but they are finally here after decades of waiting. American Flyer has a new fleet of steam locos. Lionel has done a great job engineering the new American Flyer Mikado. No loco is perfect and there are some minor compromises but overall it is a very impressive engine. We will not attempt to do a rivet counter review here. In my opinion the finish and level of detail is fabulous.

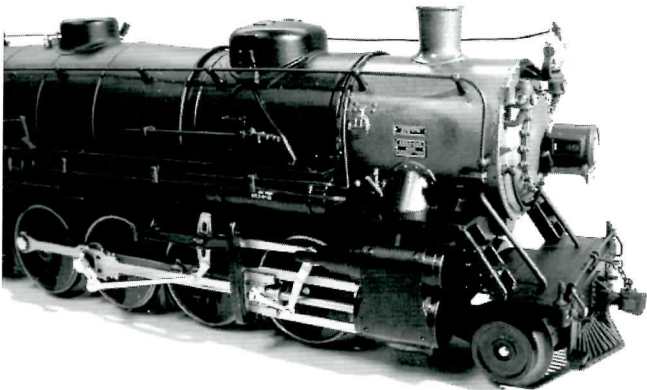
Conventional mode of operation requires a 9 volt battery in the tender for Rail Sounds to work at lower voltages.



Smoke unit operation is marginal in conventional mode due to the lower track voltage. A sleuth smoke unit is used due to the limited space in the engine and it will not really get smoking until track voltage is about 12 volts. I suggest trying A-Normal-1's smoke fluid if running in conventional as it will smoke at lower heat or mix it with Lionel's Smoke fluid.

In the TMCC command mode of operation it had good response and no signal problems. It performed as expected with all features. The smoke unit provided copious amounts of smoke in command mode.

The battery could be optional in command mode since the track power is usually above 12 volts and It had no loss of power that disturbed the Rail Sounds on my layout.



### Good points.:

- Magnetic hatches for controls make changes easy.
  - Attention to Detail and finish was top notch.
  - Power pickup is on drivers and trailing truck. I experienced no stalling on my American Models turnouts.
  - Absolutely terrific sounds. Whistle, bell, brake sounds, steam chuffing modulated according to labor, blow down etc. and Crew Talk if desired
  - Full lighting including marker lights, backup light, cab light.
  - Adequate pulling power of 12 ounces.
- Manual explains operating features and options.

### Short Comings:

- Gearing is a bit fast for my taste.
- Smoke unit is a sleuth type due to electronics space needed and will need more frequent refilling than old AF smoke units.
- Flanges are available in High Rail only.
- Pilot truck may need washer added to prevent climbing on some turnouts (see below \*).
- Detail parts such as bell etc can be knocked off but that is the price you pay for such great detail. Not an engine for the kids to play with but that goes with out saying.
- The coal casting in the tender could have been a bit crisper.

### Electronics:

The wireless tether allows the engine to be run without the tender if you want. Look Ma no wires!

The tender hatch for the Rail Sounds controls is held in place with a couple of small magnets. Works nicely. Lots of stuff in the tender so the battery replacement takes a bit of care not to pinch wiring when placing shell on frame. If using a battery you should be sure to do an engine shut down (Aux1+ 5 ) to conserve the battery at the end of the running session

Don't try this at home but I thought I would save you the trouble so you can see what is crammed inside the engine. It uses a stock receiver on a newly designed driver board. There is no extra room left. This engine was designed around the electronics.

Here is the large can motor with it's flywheel. The gearbox is on the left. This is the Receiver end of the electronics. You really need to add TMCC to your layout and have a ball with this loco. The smoke box also has a magnetic latch to expose the smoke on/off switch. These hatches are a very nice feature. The run/program (or lockout in conventional mode) switch is in the cab and easy to get to. The wireless tether between the engine and the tender is another great item.

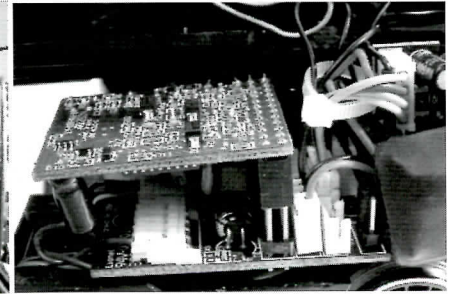
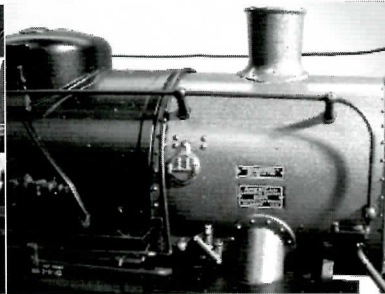
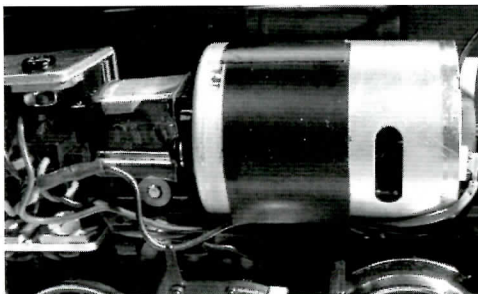
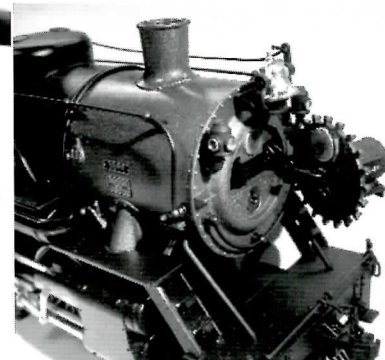
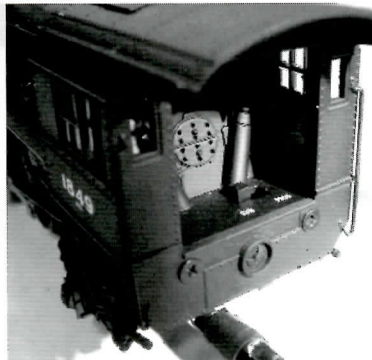
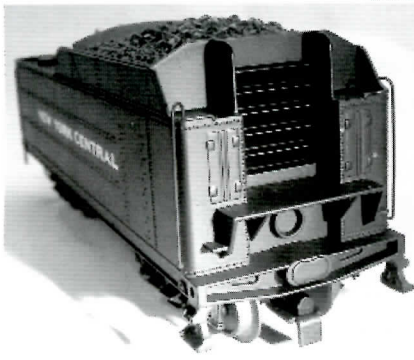
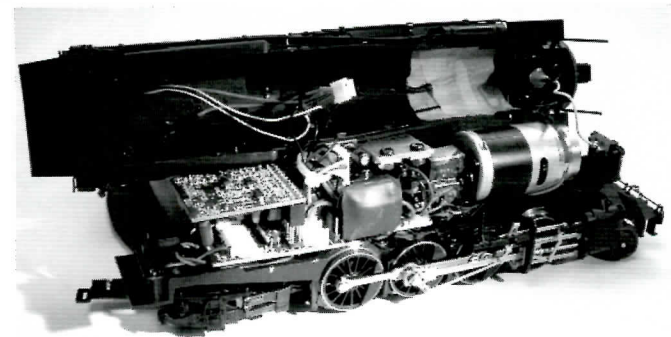
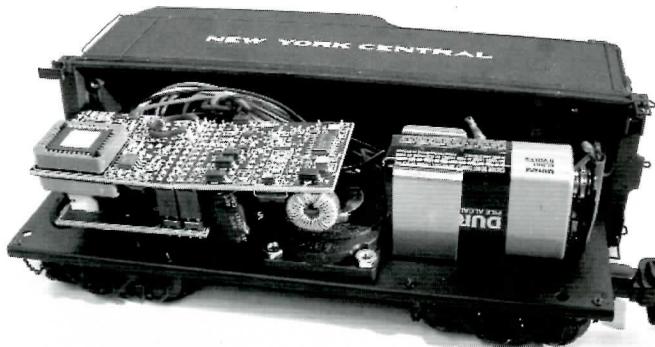
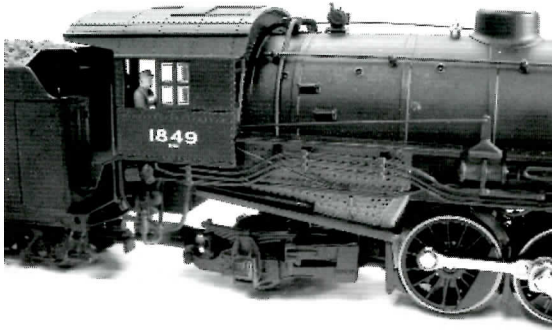
The cab also has two crew members and lighting.



\* I had some problems with the pilot truck riding up in my American Models turnouts and discovered that Lionel used a flathead screw to attach the pilot to the frame. This allowed the pilot the ability to run askew. By adding a small washer on the flathead screw it makes the pilot track better and not twist vertically as much. The washer has to be small enough to fit in the recess in the pilot's hole. The screw appears to be a

1mm and could be replaced with a binder head screw instead of using a washer to achieve the same result.

In conclusion, It is a winner. I look forward to more of these great engines in the future. For more information on TMCC in "S" gauge see the link: [http://www.tuveson.com/TMCC/s\\_gauge\\_and\\_tmcc.htm](http://www.tuveson.com/TMCC/s_gauge_and_tmcc.htm) on my web site.







Above - Henry Strellein's American Flyer Layout - on tour Friday at the Altoona convention. Below - One of the portable layouts that will be on display during the convention

## S-PIKES







Above: American Hi-Rail Zephyr photo sent by Gregg Mummert of the Western New York club.  
 Below: NYC 4-8-4 Niagara crosses a large canyon on Ed Loizeaux's layout. The gorgeous deck truss bridge was scratchbuilt by Don Ledger from 6,000 individual pieces of styrene. Bottom photo by Larry Hanlon





## It's Great in Dayton in 2005

By Thomas C. Hartrum  
Photos by the author

When I read Rusty Westermeier's article on building wooden crates in the May 2004 issue of *S Gauge*, it brought back memories of the first Spring S Spree that was hosted by the Miami Valley S Gaugers (MVSG) in 1999. A big part of organizing a show is dealing with the railroad car to be offered. We wanted something unique and at the same time something related to the Dayton area, as this would be the first Spree hosted here. Without a doubt one of the biggest features in Dayton is Wright-Patterson Air Force Base. And one of the frequently discussed urban myths about the base is the alleged existence of a hanger in which the space aliens' remains from Roswell, NM are stored. From this evolved our first Spree car, a U.S. Army flatcar carrying a crate labeled "From: Roswell, NM. To: Wright-Patterson AFB."

**THE CRATES:** As with all Spree cars, we contracted with an S Gauge manufacturer to provide the actual product. However, the question arose as to where to get the crates. We considered an available laser-cut kit, but decided that it would add too much to the cost of the car. It was decided "we can build the crates ourselves," but the "we" turned out to be mostly "me." We had contracted for a run of 150 cars, so to be safe we decided to build 175 crates.

Construction was fairly straight forward. The crate is built around a solid wood core cut from a 2x4. For this part I had help from a club member with a table saw. The sides, ends, and top were then covered with scribed siding, and each of the five exposed sides was framed with individual strip wood. Our local hobby shop dealer was curious to know what I was build-

ing when I ordered all this wood! I then set up a production line in my basement to cut and assemble the wood. I first made some fixtures for clamping and gluing to help with so many crates. I borrowed a Northwest Shortline "Chopper" to cut the strip wood. I have since bought my own; this is a must-have tool! Since I could not glue and clamp all 175 crates at once, I adopted a one-man assembly line process wherein I would cut enough wood to fill all my clamping jigs, then while those were setting up I'd cut the next set.

If you do the math, for 175 crates there were 350 sides, 350 ends, and 175 tops for a total of 875 surfaces cut from scribed wood. Each side required four pieces of strip wood, a total of 3500 pieces. This resulted in 4375 surfaces to be glued and clamped! Needless to say, I did not finish this work in one day (nor in seven days!) Believe me, I began to think "we" had made a mistake in following this approach.

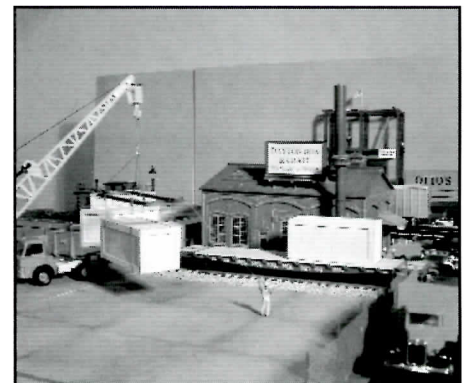
Fortunately the car manufacturer was willing to stain and letter the raw crates. After all the work, the results were definitely worth it. All of the cars were sold by the end of the show.

**PROMOTION:** Prior to the actual Spree we set our club layout up at several shows, and of course actively promoted the Spree. We actually built three new modules on which we put some hangers and airplanes and displayed the prototype car. One of our club members found some plastic space aliens that were just the right size to be added to our display. Suddenly I was building crates again. (By this time I was dreaming about crates at night.) First I built a hollow crate using the scribed wood, except the top was built of individual boards. Then a hole was broken through the top and an alien inserted, sticking through the hole. The second hollow crate was completely built of individual boards,

with a small space intentionally left between them. Then a blinking light was hidden in the crate, creating an eerie glow through the cracks. These crates were added to our display. I often wondered how many purchasers of our car went home and tried to open the crate to get the alien out!

**S SPREE 2005:** It's hard to believe that this all occurred six years ago, and May 20 and 21 of 2005 we will be hosting our third S Spree. This year we are offering a Procter and Gamble Ivory Soap car. You can see the prototype and find ordering and registration information at <http://www.trainweb.org/mvsg>. Although a crate is not appropriate for a boxcar, I came up with this really neat idea to create individual bars of soap by cutting up styrene strips on my Chopper.

**WRAPUP:** Whatever happened to those extra crates from the first Spree? As you can see in the photo, Dayton Box and Crate became a major industry on my layout. Since I came to Dayton in 1975, its motto has been "It's Great in Dayton," hence the industry motto "It's Crate in Dayton." (Sorry, but you know how model railroad humor goes.) At least for S Gauge it will be Great in Dayton in 2005 when you attend the Spree. Hope to see you there. Now if you will excuse me, I think I have about a million bars of soap to make!







**FLASHBACK!** Frank Titman works on the *S Gauge Herald* in this 1978 photo.

**Jeff's Jct. cont. from page 5**

of S are: 1. The "Goldilocks" size. 2. The growing number of prototype offerings. 3. Fellowship. 4. Operational reliability. 5. Manageable home layouts, rather than "maintenance headache" larger layouts in smaller scales. 6. We have the option (as do O scalers) of promoting tinplate, hi-rail or scale, thus we can promote to different interest levels at the same time.

One other promotional technique is to promote S to those in other scales so they become multi-gaugers. We should welcome an O or HO gauger into an S

club for example. They shortly may become interested in club activities including buying some items to run. Many other-gaugers may want to test the waters. A fellow with a large HO layout may want to build a separate Sn3 layout. Many other-gaugers might want to participate in a round-robin situation with those with S layouts. We could encourage two levels of layouts - you know an HO mainline with an S branch on a different level.

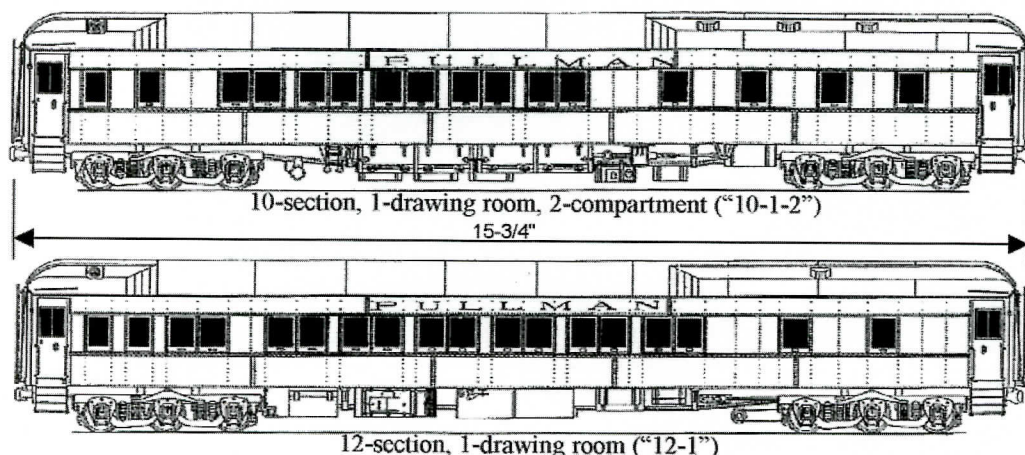
We should recruit any way we can, but with honesty. **If nothing else, we can just grin them to death!**



Thought I'd forget about diners by now? Nope, the convention is heading east again so here's a few possible eating stops on your way to and from Altoona - remember these may or may not be open, but at least they're probables. Off the Pennsylvania Turnpike at Somerset there's the Summit Diner. On Rt. 22 coming from Pittsburgh is Dick's Diner in Murrysaville and Dean's Diner in Blairsville. In Ebensburg (not far from Altoona) is the Hi-Way Diner on High St. If you're coming from up north there's the Wellsboro diner, Rts 6 and 287 (don't miss it). There's one called Baby's Diner in State College (not sure about that one). Johnstown lists a couple too. Photo is from an early '90s convention, probably by Bob Werre.



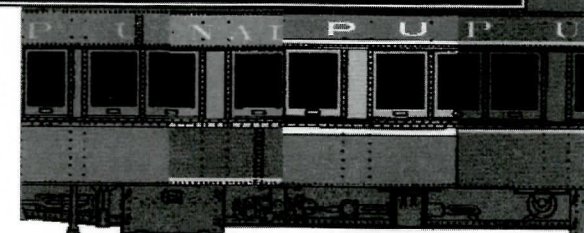
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# THE CLUB SANDWICH

By Dave Pool

**T**he **Bristol S Gaugers (BSG)** met for their Sept. meeting at the home of the president, Tommy Robichaud, in Fitchburg, MA. Nineteen members attended and enjoyed operation on the host's layout. Helen Lenart, VP. of the club won a raffle at the meeting (a SHS reefer) as sponsored by the host. After the meeting, a group of eight attending went out to dinner together. The November meeting was held at the Bedford Boomers Show, in Bedford, MA. On Nov. 6-7. A room was reserved for the club and they held their meeting there. They had a chance to meet one of the New England Patriots cheerleaders, April, and received a signed calendar.

The season's holiday party was held at the home of Michael and Deane Green, and the club set up their modular layout at the NMRA HUB Show, on December 11-12, in Marlborough, MA. They also set up and operated their layout at the Greenburg Show on Dec. 18 & 19 in Wilmington, MA. The **BSG** planned to set up and operate their layout at the Big E Show, held on Jan. 29/30, 2005 sponsored by the Amherst Railway Society. This show is probably the largest train show in the east, and attracts many visitors with two large buildings, and many operating layouts. Doug Peck edit's the club newsletter, the *Bristoliner*, and coordinates the club activities with the members. A recent issue of the newsletter included an article describing Howie Waelder, who passed away this past Fall. Howie was a fireman during the steam era of the Long Island RR. He was remembered for his "out on the road" stories, about RR activities.

**T**he **Canadian S Scale Quarterly (CSSQ)** is edited by Manfred Lesser, in London,

Ontario, for the members and friends of S gauge in Canada. Letters, product reviews, prototype info., layout plans, coming events, and descriptions of construction projects are sought from the members to include in the newsletter issues. Alex Binkley in Ottawa, Ont. collects the submissions from the members and organizes the material with Manfred to produce the newsletter. Monthly editors are sought for the issues of the newsletters, so any member can volunteer to assemble the newsletter.

Ken Garber wrote an article on the NASG 2004 Convention to describe the events and activities that he enjoyed. Ken visited his sister who was having a birthday about the same time as the convention in Arlington Heights., IL. Ken took his wife and mother to visit his sister while he attended the convention. Denis Fortier, president of the S Canada group proposed a re-organization of the club, to be called S-Canada, and outlined several goals and objectives that the group should provide to members. Charles Hicks collects the club dues, and attended the NASG 2004 convention. He wrote an e-mail letter describing the activities that he enjoyed at the convention.

**T**he **Conn. S Gaugers (CSG)** displayed their modular layout at the Ram Band Cheshire High School Train show in November. Steve Kutash, VP. coordinates the layout set up and operation. The club members met at the home of Larry Morton, in Hurley, N.Y. on Jan. 15, 2005. The **CSG** will again set up their modular layout at the Cheshire High School Spring Train show on March 3. Member Bill Seader will host the club meeting on February 25, in Carmel,

N.Y. The club members plan to attend and set up their layout at the Housatonic Railway Club Show to be held on March 10. This club has a fine HO club layout that was in the basement of the Fairfield Town library and had to be taken down and removed because of building renovations that are underway. Craig O'Connell ably edits the club newsletter, and Bill Fuhrman is president of the club. Your column editor is treasurer of the club, which was started by the late Bill Krause, over 20 years ago. Member Pieter Roos wrote an article that appeared in the recent issue of the club newsletter describing Military Rail Loads, and their modeling in S scale. Sources of various military loads suitable for S were described in the article.

**T**he **Western N.Y. S Scale Assoc. (WNYSSA)** held their holiday party at the Old Red Mill restaurant in December. Ten members, their spouses, and friends attended the event. Bill Barren donated a "Boy's RR Club" AF box car for a door prize, and Norine Morath won the raffle. All attending had a good time. Gregg Mummert hosted the club members for a meeting in January at his home. Among those attending were Bob Thon, a visitor, who is a member of the TTOS. Gregg's Christmas layout was in operation, and an American Hi-Rail Burlington Zephyr was operated.

The **WNYSSA** will be highlighted by NASG member Roy Hoffman in his column *S Curves* to be published in the February issue of the *Model RR News*. The club is scheduled to set up and operate their layout at the Jan. 29 TTOS Train Show to be held at the McKinley Park Inn, Blaisdell, N.Y. The Rochester S (RASG) club has invited the **WNYSSA** to bring their straight modules to a train show to be held at the Batavia Downs on April 3. The club will hold their February meeting at the Pegasus Restaurant, Hamburg,



N.Y. Gregg Mummert coordinates the club activities and distributes the newsletter via e-mail.

**The South Jersey S Gaugers (SJSG)** had their annual New Years Eve Day trip to Strasburg, PA. The trip included visits to the train attractions in the Strasburg area, including the Penn. Railway Museum, TCA Museum, the Strasburg RR and station. Members attending the field trip met at the Country House Diner, Woodbury, N.J. from where they car pooled. Rick Wark held a play-trains meeting at his home on Jan 14. Rick is a military enthusiast, and has military models on his layout, and at least one full size Army vehicle (retired). The club holds meetings at the Stratford Senior Center on a monthly basis in addition to the play-trains events and special field trips that the club organizes. John Aaron was scheduled to present an audio/video seminar on subways at the February meeting of the club.

**The Neshaminy Valley AF Club (NVAFC)** held a meeting at the home of Mike Ramsey in December. Those attending made plans to visit the layout of Bob Board, in Lancaster, PA., and some shops in the area of the layout. The January meeting of the club was held at the home of Jim & Susan Duffy on Jan. 14. Mike Smith, a club member, spent part of an evening in the hospital with excruciating pain from a kidney stone. Jerry Hillier helped Mike through the ordeal and brought him to the December club meeting.

**The North Penn S Gaugers (NPSG)** met at the home of Alex & Mary Larkin for their January meeting. The club set up their layout at the Frederick Mennonite Home in early November. This was a public service activity for the club to provide an interesting day for the residents of the Home. On Sunday Dec. 5, the club members set up and operated their layout at the

East Greenville Christmas Parade event, next to Santa. The layout was not as large as the club often-times sets up, measuring 8 ft. x 20 ft. The club displayed a large layout at the Wissahickon Public Library, in Blue Bell, PA. The layout was operated for two days and measured 28 ft. x 32 ft. The club layout is set up with wood members approx. 1 x 2 inches stained and finished installed perpendicular to the face of the layout. The ends of these members have holes drilled in them and a rope is threaded through to provide a stand-off for the visitors and keep them away from the edge of the layout. Photos in the **NPSG** newsletter show the layout on display with visitors enjoying the layout. The horizontal stand-offs are installed on the corner modules, and the rope is threaded around the corner to provide protection completely around the layout. A fabric skirt is installed around the bottom of the layout modules to provide an esthetic appearance. Glenn Ritter is Corresponding Secretary and edits the club newsletter and coordinates the club activities.

**The Baltimore Area AF Club (BAAFC)** held their January meeting at the home of Wendell Hoover, in Walkersville, MD. The club held their annual holiday celebration at Bullock's Family Restaurant, in Westminster, MD. in December. Approx. 40 club members and some friends and wives attended. John King was the guest speaker at the event. The featured speaker gave a talk on the Western Maryland RR from the late 1960 to 1970 period. The presentation included slides of engines, rolling stock, stations, industrial sidings, track work, and other RR related subjects. The **BAAFC** planned to set up and operate their layout at the Great Scale & All American Hi-Rail & Collectors Train Show to be held in Timonium, MD on Feb. 5 & 6. Ron Kolb coordinates the club activities and ably edits the newsletter.

**The Southeastern Michigan S Gaugers (SMSG)** met at the home of Earl Carlson, in Oxford, MI for their December meeting. The club has just purchased for the transportation of their display layout a new trailer. It was ordered by Jerry Poniatowski and picked up in Elkhart, IN. by Bob Pardington. Bob reported to the club members that it tows "like it wasn't there". Member Bill Murray's son Jerry is a student at John Glenn High School, where the trailer was brought to have racks fitted in the wood shop. The work will be done after classes as time permits. Layout modules are being ballasted and finished, and will be going to Sig Fleischmann's for wiring in the next few months. They will include styrofoam scenery when completed. The **SMSG** met at the home of Tom Hess in Northville, MI for their January meeting. Tom has a hi-rail layout in his basement, and a collection of AF trains on display. The club plans to set up and display a layout at the forthcoming Downriver Model Railroaders Train Show, at the Southgate Civic Center on Feb. 6, and at the Ann Arbor Train Show at the Saline High School on February 19/20. Dale Baker is President; Sig Fleischmann, Treasurer; Jerry Poniatowski, Secretary and newsletter editor; and Tom Hawley and Ken Garber serve as Members-at-Large.

**The Northern Ohio S Scalpers (NOSS)** held their Holiday Party at the home of George and Steffi Ricketts in Westlake, OH. in December. Jack and Sharon Sudimak will hold the January meeting of the club on Jan. 30 at their home in Medina, OH. On Monday Jan. 27, the S scale community lost a member with the untimely death of Dave McKay. Dave suffered a heart attack on Dec. 20, and was in the Cleveland Clinic when he passed away. He was known for his train photography, and authored a book about Cleveland trains titled *Trackside in*



*Cleveland* with Dave McKay . The book is due to be released on April 1, 2005. Gary Ippolito is collecting dues for the NOSS.

**R**ose and Ken Mauck hosted the **Central Ohio S Gaugers (COSG)** for their January meeting at their home in Pataskala, OH. A distinguishing landmark for the Mauck home is an Amish buggy in the front yard. His train room features about 100 feet of overhead single AF track as well as a layout on which six or seven trains can be operated at the same time. The layout is 6 ft. x 14 ft. and is about 75 % scenicked.. The club plans to set up and operate their layout at the GATS Train Show to be held at the Ohio Exposition Center, Columbus, OH on Feb. 12/13. Larry & Janet Robertson will host the February club meeting at their home in Upper Arlington, OH. Larry recently took Amtrak from Chicago to Arkansas and back, via New Orleans to Chicago. He will present a slide show of photos taken on the trip. Mike and Carolyn McPherson are scheduled to hold the March club meeting at their home in Upper Sandusky, OH. on March 20.

The **COSG** layout will be setup and operated at the Golden Buckeye Train Show on April 16 in the Lausche Building, Alan Evans ably edit's the club newsletter and a recent issue has a very moving article describing Alan's friendship with Dale Williamson, who recently passed away. Dale was deaf, and Alan describes the activities that he enjoyed with Dale, and how club members celebrated Dale's birthdays which frequently occurred on the **COSG** meeting dates. In the article Alan pays tribute to Dale, and expresses appreciation for how Dale was a friend and helped him to understand that being deaf is no handicap when it comes to enjoying trains, both real and models.

**The Chicago Assoc. of S Gaugers (CASG)** held their

first meeting of the new year at St. Paul Lutheran School, Melrose Park, IL on Friday Jan. 21. Members and friends gather at seven p.m.. to socialize and make deals about trains and plans, and the meeting starts at 8:00 p.m.. Joel Lebovitz organized a party for the club members in December to commemorate their 35 th anniversary. Joel obtained a decorated cake with diesel loco and passenger train on the cake and the words: **"Happy 35 th Anniversary CASG"**. The cake was delicious and members attending had a great time. The NMRA will host it's Spring Show, High Wheeler '05 on March 5/6 and the club will help set up and operate their layout.

The club will also set up and operate a layout at the All American RR Show, to be held on March 19 as sponsored by the NMRA DuPage Division. The **CASG** will host the Fall S Fest-2006, and the club members are planning the event. The Tinley Park Convention Center has been booked for the event, which was held at the same location when the club hosted the Fest in 2002. The Center has a 17,000 square foot trading room, 5,300 sq. ft. layout room, a lobby area and two front rooms for the office and contest and meeting rooms for hospitality and clinics. There are no less than eleven committees to plan and carry out the operations of the Fest. Club members Joe Craig and Roy Plotnick have worked on new layout modules that will feature AF operating accessories.

**The Cuyahoga Valley S Gaugers (CVSG)** held their holiday party on Dec. 12 at the Pufferbelly Restaurant, Kent, OH. President Lee McCarty coordinated the event and a good time was had by all attending. Member Jim Zborowski held the January club meeting at his home in Medina, OH. The club is an active one with three separate layouts that they set up and display at various train

shows and other events. Last year for the first time they set up a layout at a Boy Scout Jamboree where the scouts could witness S gauge trains in action. The layouts include a scale one also with some Sn3 track age, a hi-rail layout, and a tinplate layout with AF accessories. The club set up the Hi-rail layout at the Walnut Creek Nursing Home in November, the Hi-rail and tinplate layouts at the family Christmas Festival in Independence, OH. On Dec. 4, and on Dec. 19 to the Parma High School Train Show. The tinplate layout is stored in a trailer for transportation to a site where it can be set up and operated. The trailer leaked and there is rust on some of the track, so repairs were to be made at Lee's loft, where the layout could be set up and worked upon. The club is looking to either repair the trailer they have or replace it with a more serviceable one. Joe Jansky edited a recent club newsletter, and Gene Rominski is Secretary of the club.

**The Miami Valley S Gaugers (MVSG)** met at the store of Chris Burger, Elizabeth Station Toy Train, in Dayton, OH. On Jan 2. After viewing the display layouts at the store, the members met at Chris's home to enjoy a carry-in dish supper. Members were requested to bring a food dish which could be enjoyed by those attending the meeting. The club recently welcomed new members Al Friedman of Dayton, OH., and Richard Williams of Medway, OH. A group of club members attended the All S Gauge Train Swap Meet held in Carmel, IN., and the Indiana Train Museum. The museum has full sized f-3 diesel, switchers, and Henry Flagler's personal observation car among other full sized RR cars and equipment. The only bad part of the trip was a collision of Tony Garza's Pontiac mini-van with a seven point buck on I-75 near Piqua, OH. The **MVSG** brought and set up their layout in Eaton, OH. from mid-Dec., 2004 until Jan. 8, 2005 The



club is organizing and sponsoring the Spring S Spree, in Dayton, OH. on May 20/21. Plans are being made to pull everything together so that the event is a successful one. The Spree will be held at the Holiday Inn, Dayton Mall, and the chairman for the event is Denny White. Tony Garza, Corresponding Secretary for the club filled in for the Secretary by taking minutes of the December meeting.

**The Badgerland S Gaugers (BSG)** held their December meeting at the home of Kim & Jeff Young, at their home in Menominee Falls, WI. Twenty one members attended the meeting, including Jeff Madden, V.P. of the club and editor of the *Dispatch* magazine. Jeff conducted the meeting in lieu of the absence of Dave Smukowski, President of the club. Steve Lunde made a report on the Fall S Fest as sponsored by the club. Steve also suggested that the club members have informal get togethers at members homes to run trains, trade ideas, work on the layout, or discuss ideas that the members are interested in. The get togethers would not include a meeting, buffet, or formal work of the **BSG**, but would be just for fun. This sounds like a good idea, and similar to the *Play Trains* meetings that the **SJSG** club has from time to time. Steve Lunde agreed to plan the first fun night of the **BSG**.

Dick Kloes coordinates the club Train Trade Show events now held at the Knights of Columbus Hall, Greenfield, WI. The events are to be held monthly in January thru April for the forthcoming Spring year. The meet held in December was one of the most successful that the club has ever held, according to the report of Dick. The club has placed ads with radio stations WRIT and WOKY advertising the **BSG** swap meets. The swap meets include a variety of displays that should draw public attendees to the events. These include an AF parts dealer knowledgeable in

parts for the Gilbert trains, Paul Rembas, repairer of trains who gives advise and can make simple repairs on the spot, various dealers of American Models and S Helper Service trains, and new and old AF dealers with trains for sale, and other RR related dealers. Dave Smukowski has been setting up an AF layout at the swap meets in the lounge area. A different layout is set up from meet to meet. Members of the club were requested to help set up and take down the layout to give the president of the club a hand. Dick Kloes was elected as Director of the club, one of four such positions. Ron Schlicht serves as modular Layout Committee Chairman for the club. Ron is Secretary/Editor of the club and ably edits the newsletter. Jeffrey Young is Treasurer. The January club meeting was held on Jan 23 (after the swap meet) in the Knights of Columbus Hall, West Allis, WI.

**The AF S Gaugers of the St. Louis Area (AFSGSLA)** were hosted by Norm and Ione Pilarski at their home in Ballwin, MO. For the club's holiday party. Spouses, significant others, or whoever were invited to the event. Barry Dolan coordinated the set up and operation of the club layout at the World's Greatest Hobby on Tour show at the America's Center, downtown St. Louis, MO. On January 8/9. The layout was 12ft. X 28 ft. long, and Metrolink train service was available to access the America's Center. On Jan. 15, the Famous Barr Department Store layout was closed down and packed for storage. This S gauge layout has been set up and operating in the Department store window at Christmas time for past years. The club constructed and monitors the operation, set up, and take down of the layout. Member Marc Brab is scheduled to host the February meeting with help from Barry Dolan. Marc will hold the meeting at his home in Florissant, MO. on Feb. 4. The **AFSGSLA** plans to set up and operate their

layout at the Dupo Train Show on Feb. 13, and Barry Dolan is coordinating the set up and operations. Gary Mueller edits the club newsletter, and Moe Berk coordinates the club activities.

**The S Train Rails** the official newsletter publication of the **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN)**. The club members met in December to work on their layout. They planned to meet again on January 8 to continue work on the layout. The January meeting of the club was held at the Coeur d'Alene Casino, Worley, ID. for their annual holiday party. The club reserved the Aripa Room for their banquet. Wives friends and children were all welcomed, and a gift exchange was made, both for the members and a separate one for the ladies attending. The club is selling their 35 th anniversary box cars made by American Models. The cars have hi-rail trucks, and Jon Kettner is coordinating the sale of the cars. Jon ably edits the club newsletter, and coordinates the club activities. A recent issue of the newsletter included ads from the members who wish to sell or purchase train items.

**The Rocky Mountain HiRailers (RMHR)** met in mid-January at the Chilc Development Center, Boise, ID. To work on their layout, the Lookout Junction. Placement and lighting of the accessory structures on the layout was the task of the meeting. The club will celebrate their tenth anniversary on June 7, 2005. The December meeting of the club was held at their new home, arranged by Shane Jibben, through his company, North By Northwest Productions. The meeting included a pot luck supper at their new home, an evening enjoying each others company, and trains in operation on the Lookout Junction. The **RMHR** received a thank you from the NASG Board of Trustees for bringing and operating their layout at the NMRA



National Convention. The layout gave a good showing for our favorite trains at the national club convention. John Eichmann edits the club newsletters and coordinates the club activities.

**The Bay Area S Scalpers (BASS)** met on Jan. 15 at the home of Vic Cherven, Sr. in Valley Springs, CA. On the same day in the early afternoon the members adjourned to Vic. Jr's home about a block away for a business meeting and light refreshments. Both families will pull up track and move to northern Idaho in the Spring. Barney Daehler edits the club newsletter and Lee Johnson coordinates the club activities. Lee writes a column in the newsletter that describes new S products and the status of some of the older ones. Bill Roberts coordinates the club modular set ups. A recent newsletter explained that S Helper Service received two of the engineering samples of their 2-8-0 steam locomotive, and ran them on the SHS display layout at the World's Greatest Hobby Show in Edison, N.J. One of the locomotives was tested at the Station Layout of Citigroup Corp. in New York City. This layout features HO, S and O gauge trains, and was constructed by Clarke Dunham Studios, a professional layout construction firm.

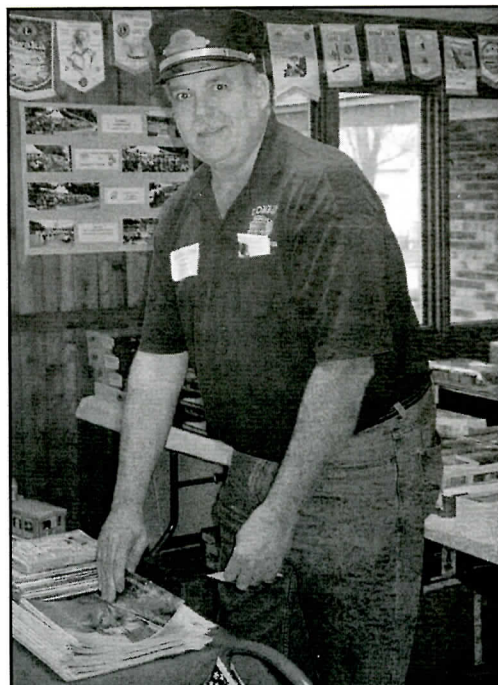
**Your column editor wishes to thank those clubs and individuals that submit information on the activities and events you attend and organize. Please send newsletters and information for the column to David Pool, 11 Bittersweet Trail, Wilton, CT., 06897-3902 or e-mail at [ndpool@juno.com](mailto:ndpool@juno.com).**



**Above - Bob Morrison's Rock Island RS-3 is shown passing through a rural scene on the Hoosier S Gaugers' new S-Mod 8' x 16' layout at the first annual Indianapolis S Show back in November of 2004. The 2005 2nd annual event will take place Saturday Nov. 5th so as not to conflict with the Fall S Fest which will be later in November in the Beloit, Wisconsin area.**



**Above - Attendees at the Indianapolis S Show were hosted to a pre-meet tour of the restored Monon depot by Tom Rumer, historian for the Carmel Clay Historical Society. Pictured left to right are Tom Rumer, Dave Johnson (Carmel, IN), Al Askerberg (Columbus, IN), Bob Morrison (Columbus, IN), Joe Hiestand (Mt. Clements, IN) and Jerry Schnur (Indianapolis). Right - David Clendenin of Plainfield, IN, puts the final touches on his Vendor table. Photos by Charles Malinowski**





# TOMALCO TRACK SYSTEM

A Review by Sam Powell

The scale component of S gauge has grown to the point where track might be the single most needed item for the market today. S gauge has certainly, for better or for worse, outgrown its craftsman only image, and can now boast a wide range of ready-to-run equipment made to quality undreamed of in years past. Yet when I walk into the hobby shop, it is the wide range of inexpensive R-T-R track components in HO that make me realize that to be a scale that can truly develop a mass appeal, it must be easier to build a layout in S than it is today. When a newcomer to the hobby of model railroading asks for advice about getting started, and wants to see my layout, in the past I have felt regret when informing them most of the Penn Creek Valley's track was built by hand. I have seen the clouds start to drift over the entire thing in their mind.

Larry Morton has resurected the old Tomalco flex track, and added a full line of turnouts and crossings. The Tomalco system of S scale track, while not truly R-T-R in the sense that Snap Switches, or Atlas Custom Line are in HO, goes a long way towards making S scale accessible to the average hobbyist. The turnouts are ready to install, hook up, and run, with only minimal fussing. All track, and turnouts are available in code 100, code 83, and code 70 rail, in both silver and weathered.

The flex track is a continuation of the old Tomalco line introduced by Swede Norlin years ago to compliment his Sn3 track. It comes in 36" lengths, with nickel silver rail, left either shiny or weathered chemically. It has delrin ties with cast in grain pattern, tie plates, and spikes on every tie. There are 120 ties per section and scale out to 9" long, and 8" X 6" in cross section. The ties are joined together under

the rail with longitudinal delrin connectors that alternate left and right sides.

The track is a little tricky to curve, but once the curve is set, it stays nicely while you spike it in place. I used a wooden radius template to form my curved sections around. I found it useful to go back and even out the ties several times as I was perfecting the curve. I installed wooden ties at the joints in the sections. This allowed me to spike the rails into more precise alignment than flex track typically allows, and it gave me place to solder feeder wires without worrying about melting the ties. This arrangement also allows me to stagger the rail joints a little, thus making it a little easier to keep the kinks out at the connections between sections. After it is spiked in place, I then go back and even out the ties, trying to keep them as parallel as possible. I finish off the installation with ballast glued down with thinned Elmer's glue, and the track ends up being firmly held.

I have found over the years, it is wise to leave a small gap at the rail joints when laying rail in the summer. The layout road bed always shrinks in the winter, and will kink the rails as the distance between rail joints shrinks. This force is strong enough to break plastic spikes, or pull the track off alignment if it is not glued down. A gap of about 1/16" should take care of all the expansion contraction issues on your benchwork. For this reason, I do not solder the rail joints. I put a separate feeder wire for each rail section.

The turnouts in the line are quite beautifully done. The rails are very accurately gauged and aligned. All the ties from a single turnout are laser cut from a solid block of wood. The ties on my samples

measured .111" deep, and .115" wide which scales out to a roughly 6" X 7" in S scale. The ties are cut 8'6" long at the single track end of the turnout, which makes them match the Tomalco flex track nicely. The rails are glued to the switch block, which makes them somewhat fragile until they are spiked into place. One section of tie material broke away from the rails while I was handling it for review, and installation. I did not consider this to be a problem, but offer it as a warning.

It is recommended that you spike the rails down after installing the turnout to the road bed with glue. I found that the glue itself causes the laser-cut ties to begin to warp up as the moisture from the glue is absorbed by the wood ties. It is essential that you get some spikes in the switch right away to keep it flat as the glue dries. Also I found that before these laser cut ties are glued down and ballasted, they are more prone to splitting than standard pine ties. I had no problems with splitting when just one spike per tie was used, but when I spiked both sides of the rail down, the ends of the ties wanted to split. For this reason, in my preliminary spiking, while the glue is still wet, I recommend spreading the spikes out, and not spiking two per tie until the glue has dried and the ballast is applied.

There is one design feature which I chose to modify when installing these turnouts. Tomalco's design has a solid throwbar soldered directly to both points, thus creating a rigid angle between the throwbar and the point tip. This arrangement causes stress in the joint as the points are thrown from side to side, and keeps the point from finding its ideal nesting place against the stock rail in some cases. To create more flexibility at the point/throwbar connection, I cut a section of the throw bar out of the center, and hinge both remaining tabs to a single throwbar with 0-80 machine screws. You



must not use a dremel tool to cut the throw bar. The resulting heat will break the solder joint loose. I recommend a jewelers saw instead. If you do not have a jewelers saw, then you will have to temporarily remove a few ties from the surrounding area, and cut the throw bar with a razor saw. I recommend leaving the original throw bar intact while drilling both holes that hinge the remaining point tabs to the new throw bar to maintain the original gauging of the point rails. I make my throw bars from plexiglass, available at the Plastruc selection in the hobby shop. Dan Vandermause has a clever solution for hinging turnout throw bars that uses Plastruc ABS channel of the correct size. ABS is easier to work than plexiglass, but is not sufficiently rigid to hold threads under repeated stress. To make it strong enough to sustain the pressure, Dan glues a 0-80 nut under the ABS throw bar in the recess of the channel.. This approach does not require owning an 0-80 tap.

Turnouts are offered in sizes ranging from number 4 to number 10 with only 7 and 9 absent, as well as curved turnouts ranging from 28" to 45" on the inner radius, and 40" to 60" on the outer radius. You should be able to find something for every need in your track plan. Larry also offers a selection of

cross overs, three way turnouts, and a double slip switch.. The Tomalco Track product brochure has illustrations of examples of their entire line except the double slip switch, so perhaps the double slips were not in production at the time the brochure was produced. A double slip looks like a broad angle crossover but with the addition of movable points that allow the train to take either the through route or diverge to the cross track.

In summary, this track line is a wonderful addition to the S world. I feel I can recommend it wholeheartedly, and that it's existence makes S a much more inviting and rewarding scale for potential new converts. **Thank you Tomalco.**

Sam Powell

#### **Some comments from another:**

I've been playing around this week with my first shipment of the brand new Tomalco Code 70 standard gauge flex track, just received from

Larry Morton (owner of Tomalco). It is very nice stuff. Code 70 is exactly the correct height to replicate 70- to 75-pound-per-yard rail in S-scale, so those of us who are struggling to model the late 19th or early 20th century steam era in S finally have some excellent track, without having to hand-lay everything.

The new Tomalco Code 70 flex track has very nice tie and spike-head

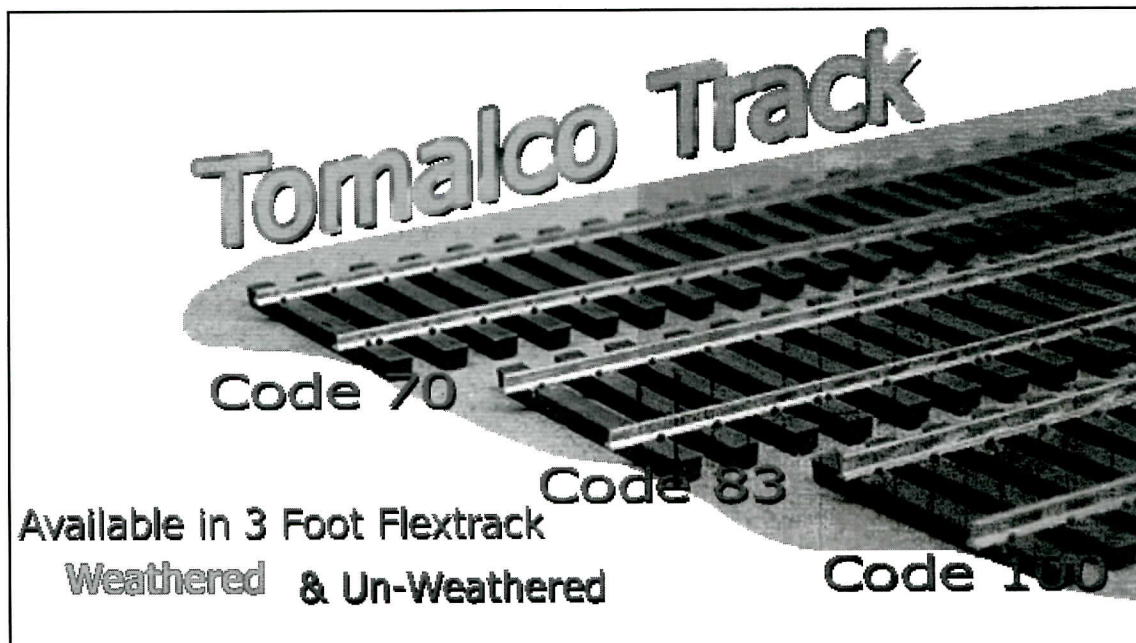
detail, and is stiff enough to hold a radius by itself after being bent to a curve, which makes it easy to lay. Trucks equipped with NWSL Code 88 semi-finescale wheels roll over the track and cast plastic spikeheads with no problems, as would be expected. But I was

pleased and a bit surprised to find that even some old Ace archbar trucks, still equipped with their stock plastic wheels with oversize flanges, also performed perfectly over the track, without the flanges hitting the spikeheads. Larry has been very gracious and patient in answering all the questions I have emailed him about his new code 70 products.

I also have some of the first soon-to-be-released Code 70 #6 turnouts on order from Tomalco, and after seeing how nice the new flex track came out, I am eagerly looking forward to receiving the matching turnouts. I'll try to post a brief report once I have been able to test them out.

Ron Stanulevich

NOTE: Website is:  
[www.tomalcotrack.com](http://www.tomalcotrack.com)





# The Straight & Narrow

By David L. Heine

## News and Reviews on the Narrow Gauge Front

### Building Laser-Cut Kits

This is not just a narrow gauge only topic, but it does seem that there are more kits of buildings along the Rio Grande Southern than any other railroad, or at least buildings per mile of railroad. In this article I will offer some of my tips and techniques I use in building these types of kits and hope that some of you may find something useful. If you have your own special techniques, let us know.

Laser-cut structure kits are available from several manufacturers in S. Even in our "minority" scale we have kits ranging from a major industry building along the tracks to the humble, but necessary, out-house. Most of these kits are basically wood, but may contain parts from cardstock, styrene, metal and resin castings, paper shingles, and even plaster castings. The major advantage of these kits versus traditional craftsman kits is that everything is measured and cut out for you by the laser. Most I have assembled are well designed and everything fits together with only minor fussing. This saves considerable time and effort in assembling the kit and only standard modeling tools are required. The laser can even be used to put in details like nail holes or be used to drill a hole so you don't need to do it yourself. By taking your time and understanding the steps, the kits can be assembled into fine looking models.

Most of the laser-cut pieces are still fastened to the carrier sheets by one or two small areas that must be cut. There will usually be some "drop-outs" or pieces completely cut out such as windows. Do not be afraid, these are not parts. If it

has been cut out completely it is intentional. Some parts such as window sashes, trim pieces, or roof shingles are on adhesive-backed sheets. Do not remove the paper backing off the adhesive side until you are ready to fasten it in place. This is especially true for small pieces such as window sashes. I usually use an Exacto knife with the common #11 blades, but others use scalpels and razor blades. I buy the blades by boxes of 100 and toss them when they become dull.

**Sanding** - Yes you must still sand pieces. My most used tool for this is the plain old sanding stick. These are cheap when purchased at the local pharmacy as finger nail files. You can also cut them down if you need to get into a small space. No, you do not need to sand all the brown off the edges where the laser burnt the wood. However, the amount of sanding is dependent on the wood finishing. Many times I can get away with just a quick pass, even when staining the wood. Of course, if the part is supposed to represent new raw wood; you will have to completely sand the brown edge away.

You can also use the standard techniques for distressing wood. This includes adding heavier graining by dragging the teeth of a fine razor saw along the grain of the wood. Knots and other distressing can be scribed into the wood. How much of this you do depends on what you are building and what state of repair it is supposed to represent.

**Painting and Staining** - I usually paint the wooden pieces before they are removed from the carrier sheets. I may be old fashioned, but

I still prefer non-water-based paints for wood, so I use the old modeler's standby, Floquil. I know it formula has been changed over the years, but it is still my favorite paint for wood. It can be thinned for use as a stain. One advantage of using non-water-based paints is it eliminates any warping problems. One big advantage of pre-painting parts is that it makes it easier if you want trim or window sashes in contrasting colors.

My favorite method of staining wood is using artists makers. Two brands I have used are Berol Prismacolor and Pantone (by Letraset). These can be purchased at a local artist supply store, which is a good place to visit for all sorts of modeling goodies. There are also some mail order/internet stores such as Dick Blick. The colors I find most useful are warm gray and French grey, which are brown/grey colors and cool grey, which is greyer. The markers will have the color name and an intensity number or percentage on them. The higher the intensity value percentage or number on the marker, the darker the shade of that color. I use 60% or 6 the most, but other values are used, so if you are trying these out, you may want to try several. You only need the ones with broad nubs for staining wood. Like all staining, unless you are sure of the color, start light and add additional coats if needed. One big advantage of the markers is that you can use the wood as soon as you stain it. I have used this method on stripwood for years and if I need another piece, I just stain it with a marker and I'm ready to go. These markers are made in all sorts of colors, but I mostly just use them to represent unpainted wood using the various grey colors.

Of course, if you like other staining techniques, such as using black and/or brown shoe dye diluted in alcohol or using commercial wood stain, these techniques work and I have used them in the past. For



me, it's less mess and easier just to use a marker most of the time. However, using shoe dye is one of the cheapest effective stains.

**Glue** - For gluing wood to wood or wood to cardstock I use Titebond wood glue, which is an aliphatic resin (yellow) glue. I put a dollop on a piece of waxed paper and apply it to the joint with a toothpick. I find it sets up fast enough that I can keep working steadily when used in small amounts. Any excess can be cleaned up with a damp paper towel before it dries. I generally use medium viscosity CA glue for the mixed material joints. Silicon sealer can be used for some of the more difficult joints like installing corrugated siding over a cardstock roof. I think we all eventually have our favorite glues. I have some friends that seem to use Duco cement almost exclusively.

**Weathering** - Every modeler has his favorite weathering techniques. My first is the old standby of a few drops of India ink in alcohol. I have a brush that I use only for this purpose. I find that this really helps bring out some of the detail because the ink settles into grooves, nail holes and distress marks.

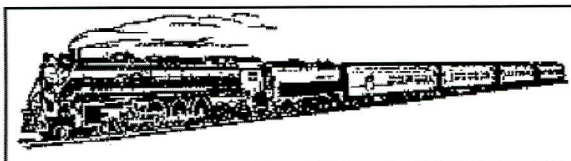
My personal second favorite weather technique is using pastel artist chalks. These come in many colors, but I seem to use the rust, grey, and black colors the most. These just need to be scraped into a powder form and then streaked and/or scrubbed into the building with brushes. Again, I have some brushes I just use for chalk application. The best results seem to be when I use several colors, but not completely mixed. I do not normally spray any fixative onto the chalks after they are installed. Structures normally are not han-

dled so I don't have a problem with them getting messed. However, it is not much work to add and blend some more chalk if needed.

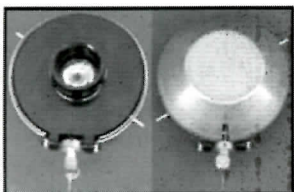
Also, don't be afraid to do little things like "breaking" window glazing. If I want window glazing to look dirty, I will give it a quick spray of Testor's dullcoat. By masking an area before spraying the dullcoat, that area is clean when the masking is removed.

The most important tip is to not be afraid to try building one of these kits. They are no more difficult in general than building a plastic kit. Even though some of the larger kits have many parts, you still only add them one piece at a time, so they just take more time. If you have some of your own ideas or techniques, let us Jeff or I know. As always, feel free to write if the mood strikes. - **Dave Heine**  
davesn3@rcn.com

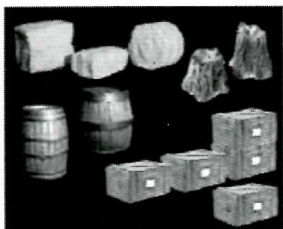
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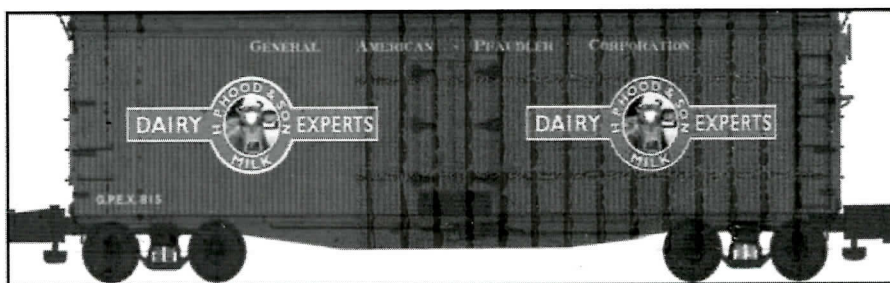


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# EXTRA BOARD

## PASSENGER CAR ORIGIN

The original proposal (for passenger cars AM does now) called for 4 heavyweight passenger cars - a PRR P70 coach, a NYC coach and the 12-1 and 10-2 Pullman sleepers. I was collecting drawings and getting ready to send a package with all of the information off to Ron Bashista. This was the first week of January 1991 and there was a jewelry convention in New York City. Josh and Barb Seltzer were in town for the convention and stopped by our house where I shared with him my thoughts for this important new project. Being that Josh was a big NYC fan, I was surprised by his remarks about the chances for success of my idea. He thought the best way to get his project off the ground would be to have a series of cars, some of which could negotiate the AF curved track and switches. None of the cars that we had considered fit this criteria. When we approached American Models in the early '90s with the 8 passenger cars for our project, the two coaches were replaced with five 70' cars - a NYC RPO and baggage, CRRof NJ combine, coach and observation (Blue Comet). To complete the set (besides the long Pullmans mentioned above) we needed somewhere for our S scale passengers to eat. I had drawings, photos and other items on the CRRof NJ café car "Giacobini" that was used on the Blue Comet. And, that is where the diner came from. (the 3rd long car which was just reissued by AM).

- Don Thompson, SHS.

## S IN NON-S PUBLICATIONS

- Dec. '04 *RMJ* - Review of SHS F7
- ,,,, *Mainline Modeler* - Bill Lane article on detailing PRR F7s
- Dec. '04 *CTT* - AF boxcar article on the 900 series by J. J. Krempecke and Roger Carp.
- Jan. '05 *CTT* - 6-page feature on Carl Giambrone's Flyer layout

by Roger Carp

- Feb. '05 *CTT* - Wayne Beachy article on Another Way to Unload a Hopper. This is a neat how-to. Plus, a 1-pager on AF 970 Seaboard operating brakeman car.
- Mar. '05 *CTT* - AF Bill board article by Ted Hamler and review of Lionel AF Baldwin diesel switcher.

## WELCOME ABOARD

We're going to try to list new members from time to time. Here's a list dating back to fall 2004:

- John Aaron - Marlton, NJ -SJSJ
- Paul Addison - Edmond, OK
- Brian Banta - Edinburgh, IN
- Hoosier S Scalers
- Ed Bender
- Leslie Bowman - Holly, MI
- Nelson Bowman - Troy, OH
- Miami Valley SG
- Joe Cordaro - Rochester, NY
- Larry Covey - Longmeadow, MA
- John Dalton - Fremont, CA
- Jim DeLay - Cedar Rapids, IA
- Michael Dunion - Victorville, CA
- Ed Eckert - Milpitas, CA
- Brian Empanges - Minneap., MN
- Chip Essex - Hastings, NE
- James Fewlass - Beaufort, SC
- Bill Flitcraft - Monroeville, NJ
- Robert Furmanak - Cochranville, PA
- Christopher Gabriel - NY, NY
- Charles Gildehaus
- Frank Giraldi - Westbrookville, NY
- Bernard Gustin - Westerville, OH
- Walter Harris - Broken Arrow, OK
- Dan Harman - Overland Park, KS
- Dave Highfield - Westminster, MD
- Alan Johnson - Pittsburgh, PA
- Donald Knieszan - Mataire, LA
- Jerry Lebo - Johnstown, PA
- Daryl Lund
- Richard Mack - Freeport, IL
- Mari McLean - Pataskala, OH
- James McMorrow - Jefferson, MD
- Balt. Area AF Club
- Ken McNelly - Virginia Beach, VA
- ACSG
- George Milliken
- Archie Mills - Yorba Linda, CA
- Wayne Mitchell - Havelock, NC
- ACSG
- Carson Morgan - Fairmont, WV
- Walt Mumie ----- SJSJ

- Henry Naert - Shawnee, KS
- William Nagle - Columbia, PA
- Angelo Nista - West Haven, CT
- Michael O'Connor - Williston, VT
- Shelburne Museum
- Paul Overmyer - Livonia, MI
- SEMSG
- William Papaj
- Dominic Patrissi - Wallingford, CT
- Roger Paul - Fresno, CA
- Thomas Petronio - Middlefield, OH
- Richard Russell - Boulder, CO
- Philip Shukda - Hershey, PA
- Farley Snow - Birmingham, AL
- Walter Still - Dover, DE
- Daniel Stitt -
- TerryStone - Martins Ferry, OH
- Robert Stout - Allegany, NY
- Chuck Sullivan - Tampa, FL
- Bruce Thevenin
- DeWayne Tomasek - Duluth, MN
- James Vantine - Kane, PA
- Reginald Wagner - Clarendon Hills, PA
- Thomas Walker - Orbisonia, PA
- Donald Webster - Derby, NY

## BRAKE SETS

Ed Loizeaux wrote to Grandt Line as to the availability of S scale AB brake set #4057. Grandt Line replied that the dies wouldn't work any more, so only brake wheels are available. Bob Werre replied in an email that he believes that the parts or similar ones might be available from PRS/Gold Coast. Of course, there are brass ones available from BTS, etc.

## S-TIPS

**KDs on Des Plaines Gondolas:** I spent the earlier part of the week photographing several of Des Plaines' gondolas, and I installed KDs on some of the cars. There is what appears to be a continuous metal sheet between the wood floor and the outside plastic floor. Therefore, there is not much 'meat' for the coupler screws to grab. I tried to drill into the metal sheet but it must be hard steel and didn't drill very well. Because I used the Kadee coupler, I used their screws after cutting them off a bit.



Although the plastic floor is thin, the coupler seems to hold well enough. I have the Milwaukee pee-a-boo car and one other conventional version (CNW) and am very happy with their weight and overall appearance.

- Bob Werre

**More on Des Plaine's Cars:** I installed Kadee-style couplers (SHS brown #1295) on S-Scale America composite gondola and a 10,000 gallon tank car. First, the tank car: This car (Roma Wine) has two pins molded to the frame, for a Kadee 802 to slide on. It turns out the 1295 holes are slightly smaller than the 802. I believe the 802 used 0-48 self tapping screws; the 1295 uses smaller non-self tapping screws. I used a .063 to bit to drill out the 1295. I worked it a few times until the bit slid through pretty easily. I was then able to push the 1295 onto the pins ok. The 1295 is a bit thicker than the 802 so the pins don't come flush with the bottom of the 1295 the way they do with the 802. The couplers stay on and line up with the gauge about the same as the 802. Next the gondola: I took off the AF compatible couplers and did not replace the spacer. The screws that hold the trucks are still able to screw down all the way without bottoming. There's a hint of a hole where the floor of the car needs to be drilled for the coupler. The diameter of the screws supplied with the 1295s is .057", so I used a .046" #56 bit. I drilled down to the metal plate in the floor of the car. The screws with the 1295 are short

so they didn't bottom out (Bob Werre used 802 with longer screws - so he trimmed the screws short). If they loosen up over time I'll just use a drop of CA. With the couplers mounted without shims, and the trucks back on without a spacer (there is a washer that was already installed with the AF couplers - I left it in place). The couplers lined up well with the gauge.

- Bill Clark

#### LAST RUN

John Bennett of Old Orchard Beach, ME passed away on Feb. 3. John was a Flyer purist, who had a beautiful ACG layout that was the focal point of our Maine S Gaugers meetings at his home. Friends urged him to do a video for TM Productions. I was lucky enough to see the pre-production copy of this film; it was very entertaining and featured a lot of vintage Flyer and ACG accessories. He will be missed at our meetings and our heart-felt sympathy goes out to his family. He was an NASG and MSG member.

- Tom Stoltz



#### 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

**March 20, 2005:** Connecticut Eastern Railroad Museum Train and Die Cast Show, Windham HS, 355 High St., 10 a.m - 3 p.m. Admissions - Joe Sokol 860-872-2240 or joseph\_sokol@msn.com.

**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.

**June 23-26, 2005:** NMRA RMR Convention, Holiday Inn of Cheyenne, Cheyenne, WY - 307-638-4466. Robert Sherwood 307-638-8535, www.shermanhillmrcc.org/rmr\_conv.

**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



### ***Railmail cont. from page 5***

Looking for club and other things: I'm looking for an AF club in the San Diego area. Is there a phone number for the Toy Train Barn in Argyle, WI? (608-966-1464 Buck Guthrie). I would like to see videos of many of the AF layouts I see in the magazines. I want to congratulate Lionel for the recent AF offerings including the new steamer. I have suggested to them they produce smoke cartridges and track in the Gilbert tradition plus some stock cars.

- Michael Moore, Calif.

### **Free-Mo modular layouts:**

*Brought up on the internet some comments by John Degnan:* I just like the fact that you don't have to think in a circle...or an oval...as you do with traditional modular standards. It does away with the pointlessness of running your trains in an endless loop, allowing module builders to build a module of any shape, ending at any angle, branching off in as many directions as the builder chooses, and so on. It does away with the need to

crawl inside an oval of benchwork to operate the trains, effectively allowing the operators to walk unhindered around the full length of the assembly and be more involved with what's going on.

- John Degnan

Some thought this meant the NASG S-MOD standards precluded doing Free-mo, but here's a response from Lee Johnson: I don't see anything in the NASG S-MOD standards that would prevent you from meeting any of the above criteria. Since the NMRA module standards are based on the NASG S-MOD, then this holds true for the NMRA modules also. By the way, the NMRA module standards do not make skyboards (backdrops) a requirement. They are optional to the module builder. The fact that many of the modular layouts are configured in a circle is based on the way people decided to set them up, not a requirement of the module standards.

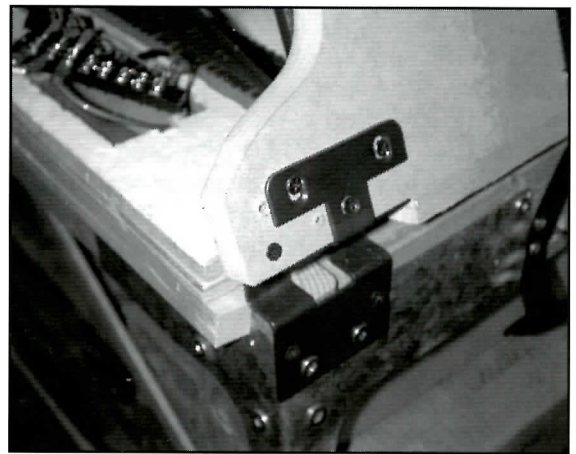
- Lee Johnson *How to create Free-mo S modules might make an interesting Module Corner for the Dispatch* - ed.

**Thanks NASG::** I think that you (NASG and those involved) should be praised for your efforts in bringing these Pullmans (long) back to life so to speak. I have been in S scale for only four years, but when I first arrived, the lack of easily accessible and affordable full-length heavyweights was very noticeable. I know that certain individuals and the NASG put a lot of effort into making these available again. You all should be lauded, even if AM sells them down the road for less, because if you hadn't taken this step, the molds most likely would still be on the shelf. So, because of the NASG, they're back and S scale can stand proud that we don't have to pay E-Bay prices for an AM full-length Pullman. Oh yeah, I almost forgot, even CNR colours.

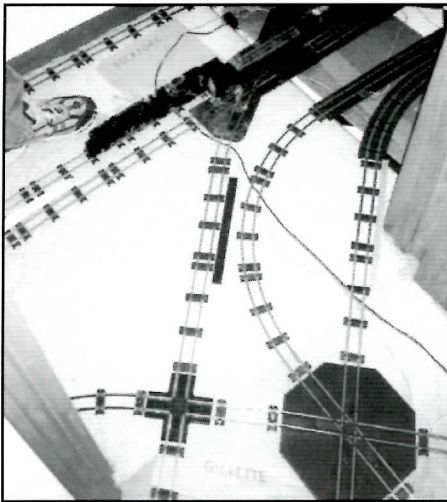
- cheers Andy Malette - yes, and AM is adding the long Café cars to the mix to match the NASG colors. More road names on the long cars down the road by AM with or without NASG help would be nice. - ed.



**Phil Kosin's solution to a lift bridge.** Phil is a member of the CASG and the NASG.







Yes, Flyerfest on the floor was alive and well over the New Year's holidays of '04/'05 at the home of Mike Schafer in Lee, Illinois. Again, it was friendship, fun, and Flyer smoke and choo choo for a couple of days. *Photo by Dave Ingles*

# Wow!

## American Flyer

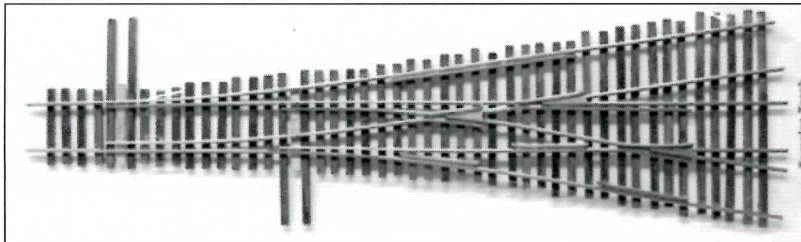
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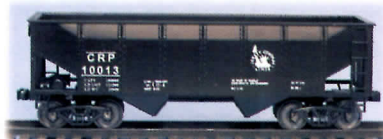
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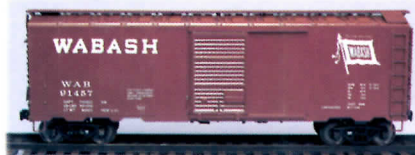
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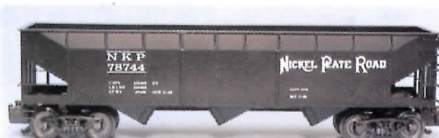
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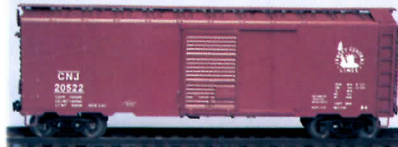
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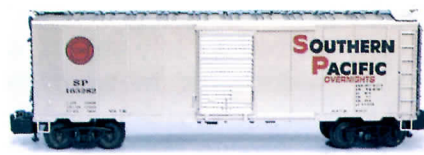
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