

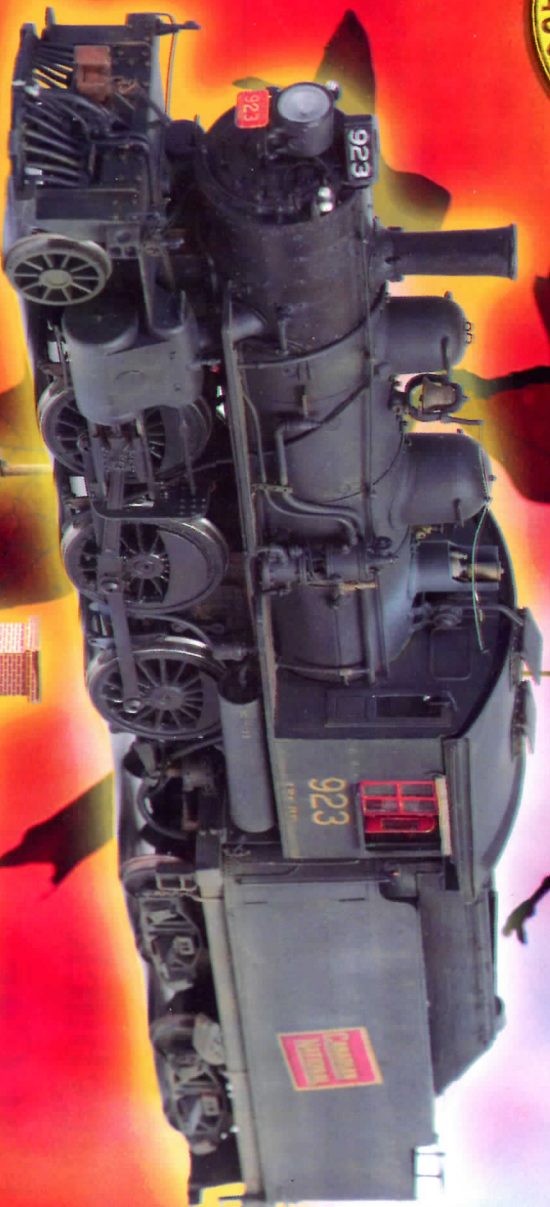
October 2005

Volume XXIX Number 5

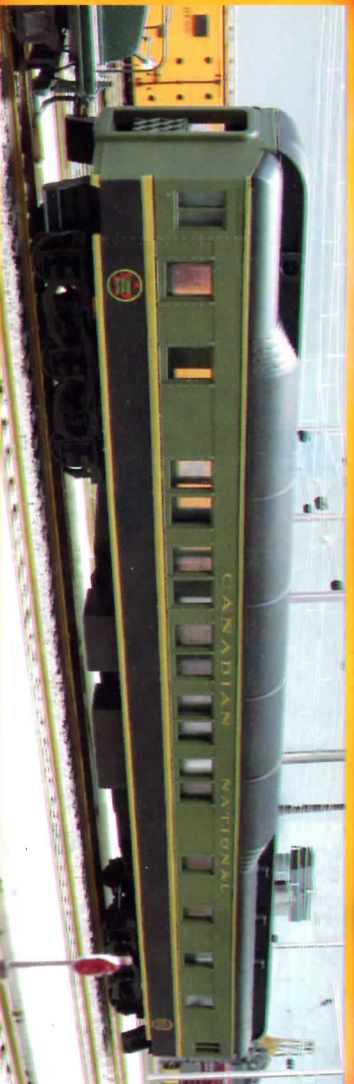
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DISPATCH



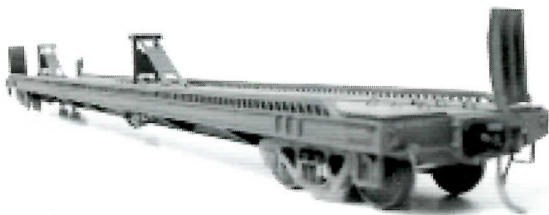
**2005
CONVENTION
COVERAGE**



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

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PRR F39 Piggyback Flat Car

In March 1955, 200 of these 75' TOFC cars were put into service on the PRR. Designed to carry two of the then-current standard 35' trailers, they were initially in PRR red with white lettering. Later, they became Trailer Train cars, and as of 1990, over 100 were still in service.

The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Car weight with trucks and couplers is 11.4 ounces. While it will handle a 34" radius curve, it will look better on larger. Kadee couplers, SHS roller-bearing trucks, trailers, and decals are not included. The car is designed to use the SHS 35' trailers.

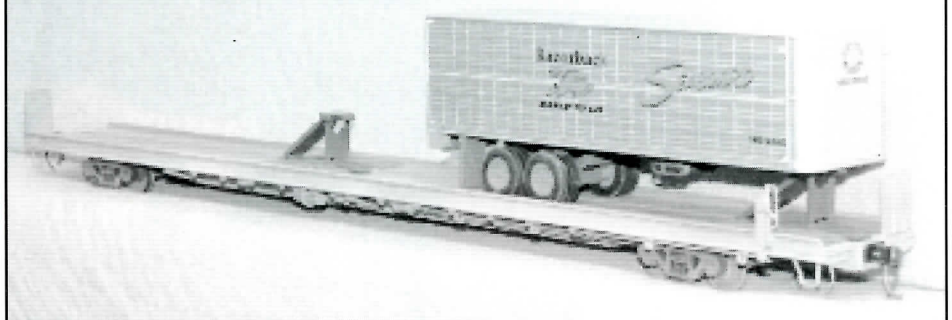
#09203 S Scale PRR F39 Piggyback Flat Car \$89.95

F89 Piggyback Flat Car

Introduced in the early 1960s, thousands of these 89' long cars were built during the 60s and many are still in service. They have seen duty hauling trailers, containers, autos, pipes, and just about anything that is long!

The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Due to its length, very wide curves are required. Kadee couplers, SHS roller-bearing trucks, American Models' trailers, and decals are not included. The car is designed to use the American Models' 40' trailers as shown in the photo.

American Models' Trailer not included.



#09200 S Scale F89 Piggyback Flat Car \$99.95

Howe Thru-Truss Covered Bridge

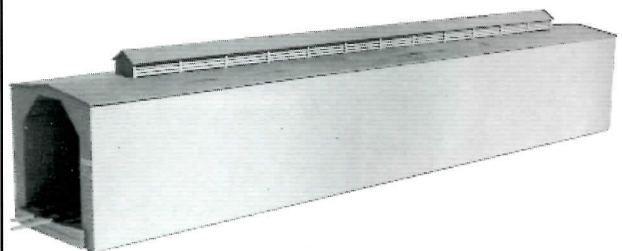
The Hampton, TN covered thru-truss bridge was built in 1881 as an open bridge, then rebuilt and covered around 1892. The 118' bridge survived the abandonment of the line in 1950, but a few years later was torn down.

The model consists of laser-cut wood parts that build into a realistic, and very strong, bridge. The roof is removable for maintenance. Includes interior bracing, ties, two stone walls for the abutments; rail and spikes are not included. Approx. Size - 18' x 118'

#07140 Sn3 \$129.95

#07141 S \$139.95

(Same Length, but
Wider and Taller to
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Gauge Equipment)



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NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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

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The **Dispatch** - ISSN 10457178 is published bimonthly by MI Printing, 100A Church St., Millersburg, PA 17061.
Email: T .Chuck Garman,
t c g m i p @ e p i x . n e t
SUBSCRIPTION RATES: 1 year, \$20.00 which includes membership in the NASG. All subscriptions payable in U.S. funds. Postage is paid at Millersburg, PA. Printed in the USA. All rights reserved. Postmaster: Send address change to Mike Shea at address above.

COVER: Two top models are shown here that won honors at the NASG Convention. Top is **Simon Parent's Best of Show CNR Mogul**. Center is **Lee McCarty's Hotel modeled after a real structure**. Bottom is **CNR Pullman scheme offered by the NASG**.

ORDER BOARD

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October, 2005



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PRESIDENT'S MESSAGE...

GUEST COMMENTARY FROM FORMER PRESIDENT ROY HOFFMAN...

The NASG at the 2005 National Train Show

My wife Peg and I got to accompany John Foley along with the NASG portable layout to the National Model Railroad Association (NMRA) annual convention held in Cincinnati this year. We were part of the layout complement for the NMRA-sponsored National Train Show (NTS). The NTS ran for 3 days and was open to the general public as well as the convention goers. It was held in downtown Cincinnati's Convention Center. The layouts were mostly HO and N. One of the shows highlights, though, was a huge area of Lego models of cityscapes and included actual running model trains made up of Legos. There are clubs of adult Lego fans that never outgrew their love for making Lego models. (Sounds familiar doesn't it). We had the only non-dealer S layout there, so our presence was important for promotion.

The hours were long and Peg happily was there to help for almost the entire 8 or 9 hours each day. She especially loved grabbing the kids and letting them operate the layout.

The layout is run by the MRC Prodigy DCC system and it was easy to show the kids the basic controls needed to run the trains. The attendees were mostly families with lots of kids of all ages. I'm sure that these kids don't care about one gauge or another, so it was important that the parents got to see and watch their children handle the S trains. The looks on the parent's faces as they thanked us for letting their kids run the trains was nice to see. Even though the layout was small, I believe that we were the only layout

there that allowed interaction with the public. Most of the modular layouts around us had plastic barriers up so that folks couldn't touch the trains at all.

John suggested that Peg and I take some time off and go over to the Cincinnati Union Terminal to see the Cincinnati in Motion exhibit. As many of you know, it's all done in 1:64 and there is lots of AM and SHS equipment running around. The display represents Cincinnati in the 1940's. At the NTS, we got to meet two guys who worked on the exhibit and still maintained it. One of them hand-painted 4200 S scale figures which included 2000 for the model of Crosley Field. My hat's off to him. I hope every S Gauger gets to see this exhibit some day. It does us proud.

You get quite a cross-section of comments and opinions about S from the general public. The NMRA attendees had the usual excuses that they really liked S, but already had too much of a commitment to their own scale. The comment most heard was: "I like the size". We came with a considerable stack of Dispatches to give out and they were all gone by early Sunday afternoon. Attendance was good all three days. We stopped by Pittsburgh on the way back to leave off the layout for use by the Central Ohio S Gaugers (COSG). We would like to thank those who contributed money and equipment for the layout and to the Lehigh Valley S Gaugers for constructing it. But, most of all, we owe a debt of gratitude to John Foley for taking the layout all around to countless shows. Next year's NMRA convention will be held in Philadelphia and I hope to once again assist with the layout. It's a lot of work, but it's great to be out there promoting the best scale.

-Roy Hoffman

See pictures on page 36.

NASG NEWS

Membership News: NASG members may now search the NASG online membership directory by "**Favorite Prototype Railroad**" to locate other NASG members who share a passion in a particular prototype. To do this, log on to www.nasg.org/directory.php and select the Favorite Prototype Railroad drop down menu option. Please note that contact info i.e. address, telephone and/or email for select members may be blocked from viewing due to the request of the member. If you are an actively subscribed NASG member and you do not have a password to access the online membership directory, you can request a password at www.nasg.org/directory_signup.php. Thanks - Stan Furmanak, Membership Secretary



**S-Helper Service
Display at Altoona.**

RAIL MAIL

Thanks: Hi fellow S gaugers. We want to take this opportunity to thank all of you for supporting us in our efforts leading to selecting us as S Manufacturer of the Year" by the National Association of S Gaugers at the annual convention in Altoona. What a surprise. We did not know of this great honor until yesterday (Aug. 1). Sure hated to miss the convention. The funds just were not there for travel and such. Too many doctor and hospital bills this year. We will be doing our best

to live up to this great honor with many improvements in our future kits. I have a new cleaner, straighter, fancier brick master pattern on my desk at this time. We hope to have the first in our new firehouse series and future back alley series will have the new brick patterns. They are fantastic. Much better than our first effort. We have so many sketches and plans for future S kits and parts that we will be very busy for years to come. Thanks you again, Keith Blanchard and the Pine Canyon crew - Kathy and Sheila, two of the greatest artists one could ask for. I could not do without them. -Keith Blanchard, Pine Canyon Models.

Continued on page 38

Jeff's Junction



Reflections on the 2005 NASG conventions.

Guest Editorial by Sam Powell

The 2005 NASG convention at Altoona PA on July 26-July 30 was everything a convention should be. I arrived with great anticipation, strengthened old and highly valued friendships, made new friends, had too many conversations to remember, walked or stood till my feet and back ached, handled and examined more S products than you will typically see under one roof, spent all my money, filled my trunk (hatch-back actually) with S gauge trains, and left buzzing with excitement over the people I had interacted with and over my plans for future modeling projects. I left feeling like these are people I want to know, and a hobby I want to stay involved in until I die. I consider the S gaugers life long friends, and value them highly. Without, these conventions, life and the quality of my hobby involvement would be seriously diminished.

Since I hadn't been to an NASG convention in ten years (I put two girls through college and planned and paid for two weddings in the interim), the changes and growth in S gauge was perhaps clearer to me than if I had been coming all along.

There has been a major, some would say seismic, shift in the S gauge hobby. It has gone from being a small scale dominated by craftsman and scratch-builders to a scale dominated by hi-rail layout builders. In general, I like it. The air of pessimism that dominated S gauge in years past is gone. We have gone from being the "if only" scale to being the "can do" scale. We are now the Little Engine That Could scale. A few good things about S have died, but I will miss the past only slightly, while I enjoy the enormous benefits of the shift in S. Here are

some of the things I observed at this convention that were brought about by the hi-rail revolution in S.

For starters this convention was bigger than any S convention I have ever attended. This, in spite of the fact that there are now several other, well attended annual S meets. I believe the registration ended up around 275, which is about twice what they were in the early years when I attended every convention. The Hi-Rail market brings with it some things that were sorely missing in S gauge in the past:

1. More people brings new products. Hi-Rail brings new people into S that support manufacturer's new products. Hi-Railers buy a new engine, and take it home and run it. They then start saving for their next engine. The scalers buy a kit, and take it home, and MAYBE start to build it, and if they are dedicated, they will spend the next two years building it. When they get done, they still don't have any track to run it on. The hi-railer's ability to purchase and use a new engine right away produces a demand for product that justifies manufacturer's expansion of their line. Two new RTR steam engines, and several lines of RTR track was just a dream in days past, not to mention a constant stream of new diesels, and freight cars..

2. More products brings more people. The constant introduction of new RTR Hi-Rail products has brought new S gaugers into the fold. This is an upward spiral that we all hoped and dreamed for in years gone by, but I think most of us old timers never thought we would see this happen. While we still don't have a complete line of RTR turnout products that are "plug and play", we are getting there.

3. Hi Rail has brought young people back into the train room! I was very, very pleased to see children of all ages standing around watching the trains run in the various display rooms. Sometimes they were not just standing; sometimes they were bouncing, and running and shouting with glee. Folks, this is not a small thing! They not only were watching, they were actively involved in the choice of trains run-

continued on page 38

NEW PRODUCTS REPORT

By Jeff Madden

ALTO MODEL TRAIN MUSEUM (P.O. Box 655, Altoona, PA 16603 - www.amtma.org) has another Altoona area beer reefer it will be offering early next year. Those at the convention picked up flyers on this. It will be another S Helper wood reefer lettered for American Maid Beer of the Altoona Brewing Company. It'll be yellow with color logo and black lettering. This limited edition car will be available for \$42.95 plus \$6.00 S&H for the first car and \$4.00 S&H for additional cars. Order by January 15, 2006.

BRIGGS MODELS (Jeff Briggs at briggsmodels@shaw.ca or #213-899 Craigflower Rd., Victoria, BC, Canada V9A2X3) has announced they will be attempting to get enough orders for a brass Speeder in S. Since Pennsy S (Bill Lane) has dropped the project. He hopes to produce a 1950 Fairmont powered car with trailer. It will be produced in North America and come in MOW yellow, MOW orange, bright red, and bright green. They will come DCC ready. Soldering will be required to install a decoder, but disassembly of model will not be necessary. Price is expected to be \$325.00 U.S. for one powered car and one trailer. Unpowered trailers may be available for \$80.00 U.S. S&H is included to U.S. and Canada. No deposits will be taken until enough reservations have been received.

HUNTERLINE (1072 Riverbank Drive, Cambridge, Ontario N3H 4R6 - 519-653-4174 www.hunterline.com) is a Canadian outfit that had some tables at the NASG convention to promote the wood strips, sheets and ties that they distribute in S and other scales. They showed some nice trestle kits made out of the material. Check out the web.

KING MILL ENTERPRISES (434-979-7280) lists an S scale Boone, NC depot laser craftsman kit for \$90.95. It's a model of the one on the famous ET&WNC RR (Tweetsie). They also offer some S details.

N SCALE ARCHITECT (48 Kensington Ct., Hackettstown, NJ 07840 - 908-684-8478 www.the-n-arch.com). Yes an N scale manufacturer is offering some modern brick sheeting in O/S for \$10.95 a pack. Listed is modern brick, 1900s alternate brick on end, concrete block, corrugated siding and steel standing seam.

NORTHWEST S SCALERS (Gil Hulin, 3895 Colony Oaks Drive, Eugene, OR 97405-6211 - ghulin@guardnet.com) is offering in late 2005 an SHS rebuilt steel boxcar lettered for the National Railways of Mexico. These cars would have interchanged with railroads in the states of California, Arizona and Texas and then traveled to area where seasonal crops would need to be shipped. The car will be available in two numbers. Car #72877 comes with Carlos, a figure with sombrero standing in the open door. Car #72877 includes Miguel, a reclining figure with sombrero leaning against some grain sacks. The figures are custom made by Reviresco especially for this project. Coming will be an NdeM car with more modern script lettering as well without figure. Figure cars are \$45.00 each. Script car is \$40.00. S&H is \$5.00 for 1st car and \$2.00 for each additional car.

RAGS TO RICHES (RD 2 Box 102C, Middlebury Center, PA 16935 - 570-376-2025) has some laser craftsman kits, mostly types from Rio Grande Southern territory. One of the newest kits in S is

the Brunswick Saloon which has a footprint of 3-3/4" x 6" for \$68. Other S buildings offered are the Ouray Depot for \$185, Placerville Depot for \$135, Dolores Section Foreman's house for \$95 and the Telluride Brunswick Saloon mentioned above.

REVIRESCO (www.tin-soldier.com) has just released four new Model T Ford kits in 1/64th scale. New is a 1925 coup with driver and parts for top up or top down; ditto with a pickup version. There is also a 1925 T truck with express body and a steel cab tanker version. Sample price is - truck kit \$15.00 and RTR painted \$45.00. Figure sets such as firemen and baseball team are around \$25.00. Check out the website.

RIDGEHILL SCALE MODELS (148 Pleasant Ridge Road, Brantford, Ontario, Canada N3T 5L5 519-756-1610 eves). Oliver Clubine of Ridgehill was at the NASG convention and displayed a lot of Canadian items available from them. On display were the CNR wood-side caboose and Fowler boxcar kits produced in resin by Kaslo Shops. Three versions of the caboose are available at \$79.95 each less trucks, couplers and lettering. The Fowler CNR 36' boxcar will be available in 5 variations at \$59.95 each less couplers and trucks, but including CDS lettering. Ridgehill also makes some nice wood structure kits that could work on any railroad. These include a coal dealer shed for \$24.95, Fuel Storage shed for \$13.95, Section handcar and tool shed for \$19.50, Handcar shed for \$15.00 and Truck weigh scale for \$24.95. These are Canadian \$ prices, so not sure of the conversion cost. Some suggest, to make sure and request U.S. Postal Service delivery to the U.S.

instead of UPS.

TONKIN REPLICAS (Rick Williams 206-542-6919 Washington state - www.tonkin-replicas.net) has new 1/64th modern Kenworth T800 dump truck in the PEM series. Price is in the \$30 range, but these are superbly detailed. Check out the website.

TURNER MODEL WORKS

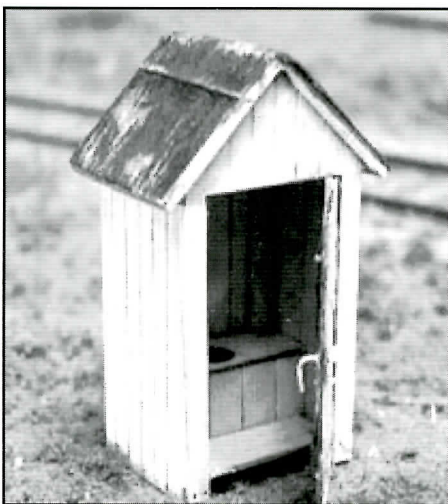
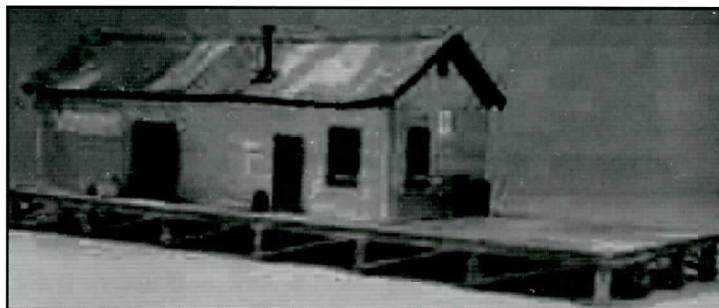
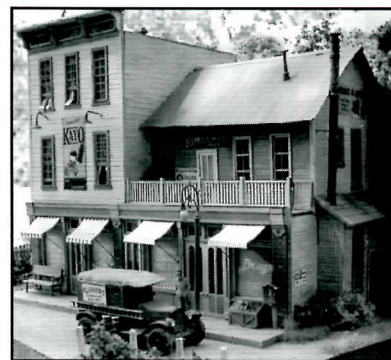
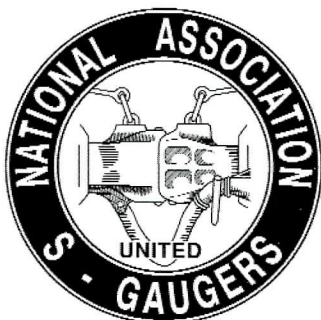
(www.turnermodelworks.com).

Thanks to Gerry Evans for discovering that Turner Model Works has taken over the FinestKind line of wood craftsman kits and detail parts. Check the website to refresh yourself on the availability and pricing of this line. Most are aimed at the narrow gauge modelers, but there are some kits that would fit in any setting such as the old-time gas station at \$54.99 and Thorp Mining Supply building at \$57.99 (looks like a small freight-house). Of course the many cast metal details are useful to all S scalers. These include shovels, rakes, milk cans, etc.

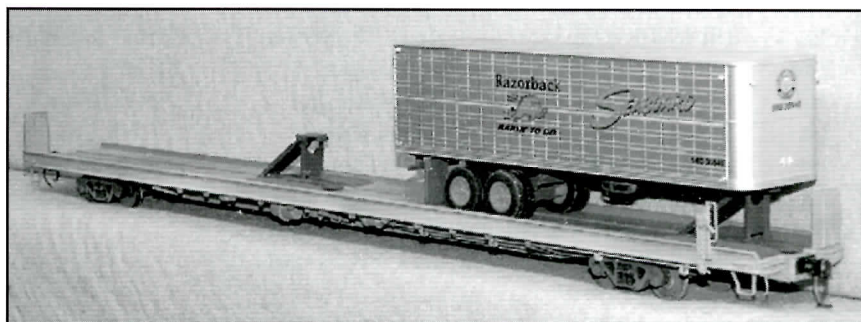
WESTPORT MODEL WORKS

(Les Lewis - 203-226-2798 or wsptmdlwks@aol.com -

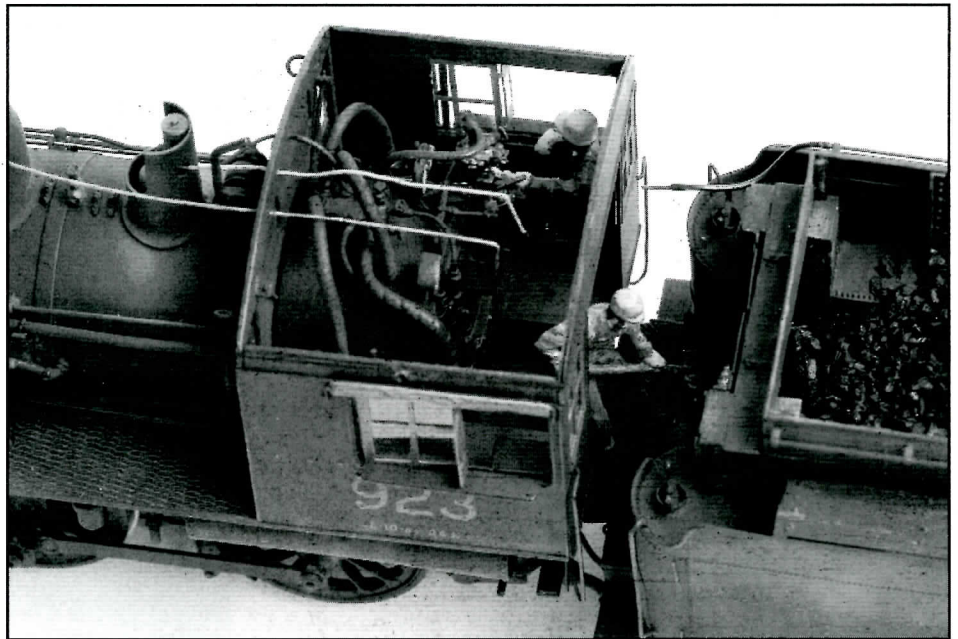
www.westportmodelworks.com) has some nice cardstock type modular buildings useful for backdrops and partial models. They also have some resin parts and structure kits.



Gas station and freight station are laser craftsman kits by Turner (formerly FinestKind). The store above right is Bar Mills' Gritty Building. Reviresco has die-cast kit or RTR 1925 Model T kits available. Left is a new outhouse by BTS. Below left is a new modern dump truck available from Tonkin. BTS's F-89 flat car is pictured below.



BEST OF SHOW



On the cover is shown the overall view and above the cab interior of the CN 2-6-0 Best of Show winner and first place steam Master Craftsman awards garnered by Simon Parent of Canada.

2005 NASG CONTEST WINNERS

AMATEUR:

Kit and Converted:

1st	Freight/MOW	Pete Silcox	L&N Caboose
1st	Structures	Tom Robinson	Bus Terminal

Hi-rail:

1st	Freight/MOW	Earl Beegle	PRR Cabin Car
2nd		Wayne Beachy	3000 gallon tank car
1st	Diesel/Electric	Wayne Beachy	0-4-0 diesel

Scratch:

1st	Freight/MOW	Earl Beegle	Hot Coil Car
2nd		Earl Beegle	Berwind Hopper
1st	Structures	Gene Rominski	Bistro

Best in Class: Gene Rominski for Bistro

CRAFTSMAN:

Kit and Converted:

1st	Passenger	Danny Click	ATSF Coach
1st	Structures	Lee McCarty	Hotel
2nd	Structures	David Pool	Factory

Scratch:

1st	Structures	David Pool	Freight Station
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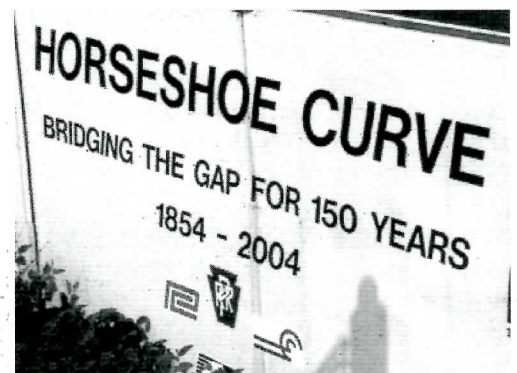
Best in Class: David Pool for Freight Station

MASTER CRAFTSMAN:

1st	Diesel-Electric	Keith Thompson	PRR P-5 Electric
2nd		Bob Hogan	SP FP7
3rd		Bill Mark, Jr.	NYC PAs
1st	Steam	Simon Parent	CNR 2-6-0
1st	Freight/MOW	Keith Thompson	PRR quad hopper
1st	Passenger	Bob Hogan	Shasta Daylight

Best in Class: Simon Parent for his CNR Mogul

Best in Show: Simon Parent for his CNR Mogul



Although this is 2005, the car near the Railroaders' Museum makes a nice title photo for the convention.



On the Johnstown tour this local eatery was a hit with the conventioners.
Photos Jeff Madden

NASG 2005 CONVENTION REPORT - NOW AND THEN

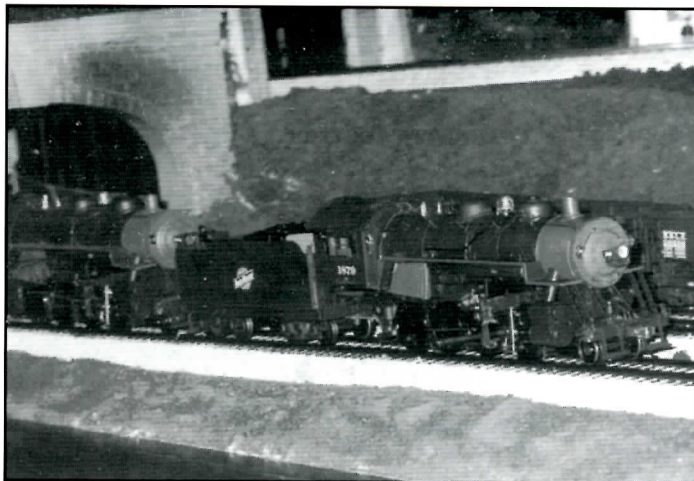
The second NASG convention in Altoona, Pa., "S Climbs the Alleghenies," was a success as the attendance at least equaled, but was probably greater, than the '95 convention 10 years ago in the same location. Registration in '95 was 244 with about 330 total attendance. This year registration was 285 with about a total attendance of 400. Gregg Miller chaired both conventions with the able assistance of members of the Alto Model Trains Museum Association.

And this time there was no Friday night power black-out. Back in '95 a storm knocked a power line into the path of a train which then caused the whole town to lose power for several hours forcing most to travel several miles to find an open restaurant. I myself had to go down to Hollidaysburg to find a restaurant with power. Fortunately, it wasn't banquet night so no real harm.

There were lots of similarities to the earlier convention such as the same (now remodeled) hotel, some featured tours, Horseshoe Curve, Lakemont Park and some layouts. But there were a lot of differences. Instead of Conrail blue, we had NS black and white as a prototype railroad. The Railroaders' Museum was new and improved.

Tours: There was always at least one tour to take each day starting on Tuesday and going into Saturday. Many attendees I ran into went on the Juniata Shop, EBT and Horseshoe Curve-Gallitzen tours. Since I'd been to those before, I did the curve and Gallitzen on my own. My wife and I did take the Johnstown Tour on Friday, primarily for the Freight Car America tour. I skipped the Juniata Shop tour this year because I'd been on it before, but the Freight Car America tour was really worth it. On that tour we also visited the Johnstown Flood Museum, the incline and Henry Strellein's AF layout (after a ride up the incline and an ice cream cone. Lunch after the plant tour was at a landmark Johnstown coney island hot dog place. This was real fast food - you moved down a counter with 2 or 3 staff getting verbal orders, grabbing dogs off a storefront grill, flawlessly filling orders, and mentally figuring out your change. The dogs were good too.

There was one minor incident as Bob Schmoll of Ohio came down with a kidney stone and had to take a side-trip to a Johnstown Hospital. He had to miss the incline and layout, but medication enabled him to meet the bus as we headed back. The second time I was at the "Curve" on Thursday, two busses of conventioners showed up so it almost like being on the tour. The Wednesday night Lakemont Park icebreaker party included walking around the nostalgic park, enjoying a BBQ chicken picnic dinner and seeing 4



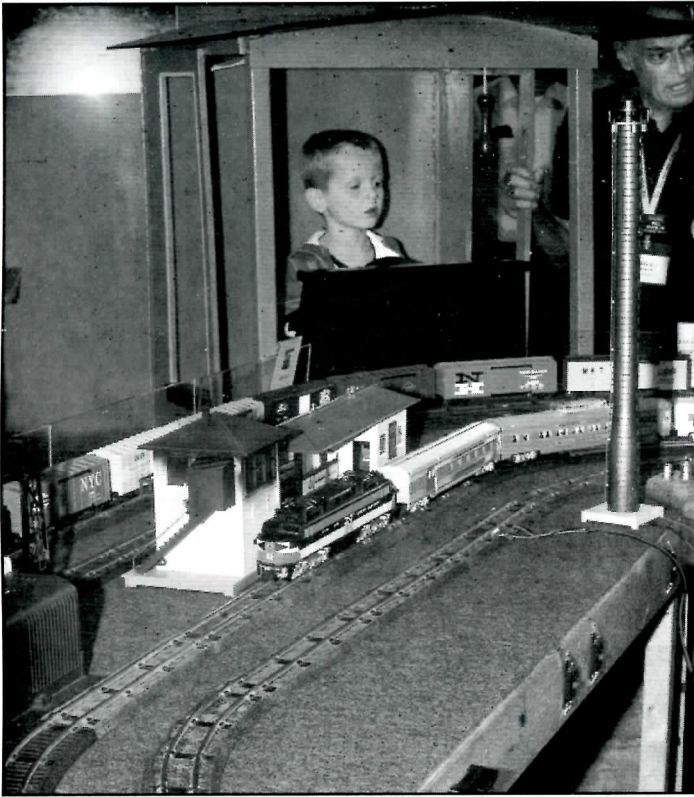
S Helper's 2-8-0s are shown here double-headed on the portable SHS layout that was at the convention for all to see. *Photo Jeff Madden*



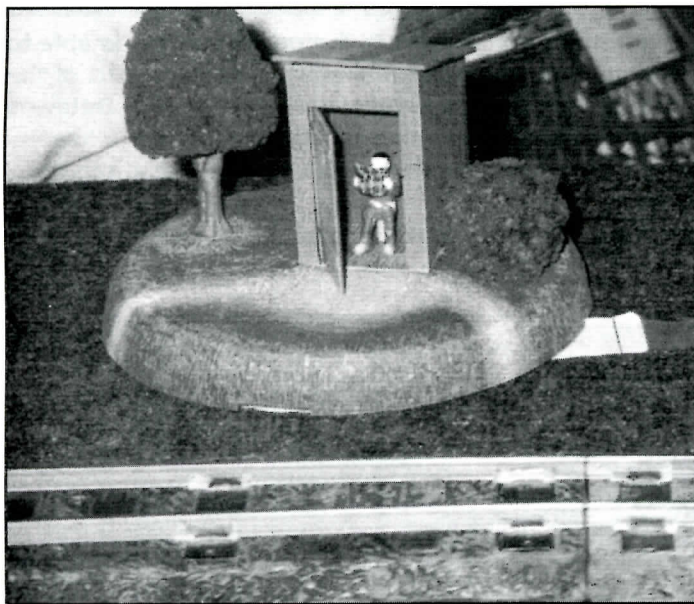
This frame for a "real" 1 to 1 modern coil car is able to rotate 360 degrees for assembly. This was part of the Freight Car America plant tour in Johnstown. Below is a row of finished aluminum hoppers that were assembled at the plant located in the former Bethlehem Steel plant.

center photo Bob Werre, below Jeff Madden





Josh Hartigan of Scranton watches the Atlantic Coast S Gauge layout (Virginia Division) from the Thomas the Tank cab designed by Ken McNelly and Andy DeMontpellier. Photo by Bob Werre



A new Lionel "O" operating accessory was a hit on the Virginia Division ACSG layout. The Reading Room has a figure that raises and lowers a newspaper - or is it a copy of the *Dispatch* or *S Gaugian*? Accessory is listed at \$59.95.

display layouts including two S ones. These were also open to the public, thus promoting our hobby to the masses.

Trade Room and Hotel Area: Not as big a trade room as in past events, but it was crammed with dealers and manufacturers. Some notable regulars like Des Plaines, BTS, Banta and American Models were absent along with some larger Flyer dealers, but there was no absence of things to buy. Canada was well represented with Hunterline wood kits, Andy Malette (brass locos and parts), and Oliver Clubine with his Canadian prototype structure and car kit line. Other highlights in the trade room included Bill Lane with a new brass gondola, track products by Tomalco and Tom Stoltz and Phil Kehr with the entire revived Lehigh Valley Model line of kits. SHS was there with their mostly complete display layout with double-headed 2-8-0s looping around. Jettie was there as usual but with rumors of winding down the business. Dan and Jim of River Raisin were there with their C&O 2-6-6-2s plus a few remaining Zephyrs.

Ten years ago some of the dealers not here this time (or perhaps not in business anymore) included Omnicon, Ballston, Downs, EGRA, Lionel and Building & Structures. A decade ago River Raisin was just bringing out the Allegheny, American Models was announcing the Baldwin S-12, Lionel was bringing out a Silver Flash PB unit and S Helper was bringing out a single sheathed boxcar and stock car. Then Port Lines was bringing out the Crown wood reefers (out of production now) and Downs was bringing out the modern tube tank cars. That was my second NASG convention as editor of the *Dispatch* and only my second year of accumulating S items. I remember picking up most the *3/16 Scale* magazines and meeting Russ Mobley and Frank Titman for the first time.

Layouts: There were lots of layouts to see - trouble was many of us couldn't visit the bus tour ones because they were in the evenings around dinner time or ran into the trade room time. I did visit one via bus tour, Henry Strellein's AF one, as it was a stop on the Johnstown tour. But there were plenty of other layouts that most of us saw - 4 at the Lakemont Park ice-breaker party and 4 on display at the convention hotel. At the park on Wednesday there were 2 S, 1 O and 1 HO layout for us and the public to view. At the Ramada the following clubs had nice hi-rail layouts running: North Penn, Atlantic Coast Virginia Division, Atlantic Coast Carolina Division and the Baltimore AF club. The NASG module was also set up in the hotel lobby. It was nice that the general public could see the layouts at the Ramada since they were outside the trading hall. Ten years ago the hotel layouts on display included the Cuyahoga Valley S scale layout the Altoona Area Train Collector's Club hi-rail layout.

Clinics: There were several clinics on Wed., Thurs., and Friday evenings. I managed about half of them. Always with an interest in the rail milk industry, I thoroughly enjoyed Ed Loizeaux's clinic on that very subject. Later after a few minutes in the BOT meeting, I was able to see the end of Ed's other clinic on his own layout. And in the waning hours of the evening Bill Fraley held his clinic for the Yahoo Scale group which included presentations by Bill, Don Heimburger and Stan Furmanak plus input from the audience. This one ran late so I snuck off early to hit the sack.

Model Contest: This year's winners are listed in this issue, but let's look back 10 years and see who had some winners then. There were a lot more entries then, probably reflecting the scarcity of ready-to-run models available at that time. Best of Show and 1st Steam Master Craftsman went to Jack Troxell as mentioned. Other Master Craftsman firsts were the late Randy Sappo for structures, Sam Powell for passenger cars, Kent Singer for freight car and Sam Powell for diesel-electric. In the Craftsman category first places went to Dave Bailey for his Conrail diesel, Hiram Graves for a combine, J. Irving Hall for a church, Bill Lane for a steamer and Hiram Graves for an REA reefer. Amateur class firsts were John Ciarleglio for structures, Walt Rogers for a sandhouse diorama, Alan Evans for diesel, Joe Wozniak freight car, and Walt Rogers for MOW.

Banquet and Awards: The sold out banquet this time was held in the "garden" dining area instead of the ballroom. Gregg did well controlling his natural instinct for verbage, and the awards and pre-convention presentation for next year by the Michigan group moved along at a good pace - soon we were off to the auction. First, the model contest awards were read out:

- **John Sudimak Award:** The 15th annual award for most popular model in the contest room was given to Simon Parent for his CNR Mogul. Lee McCarty of the CVSGA presented the award.

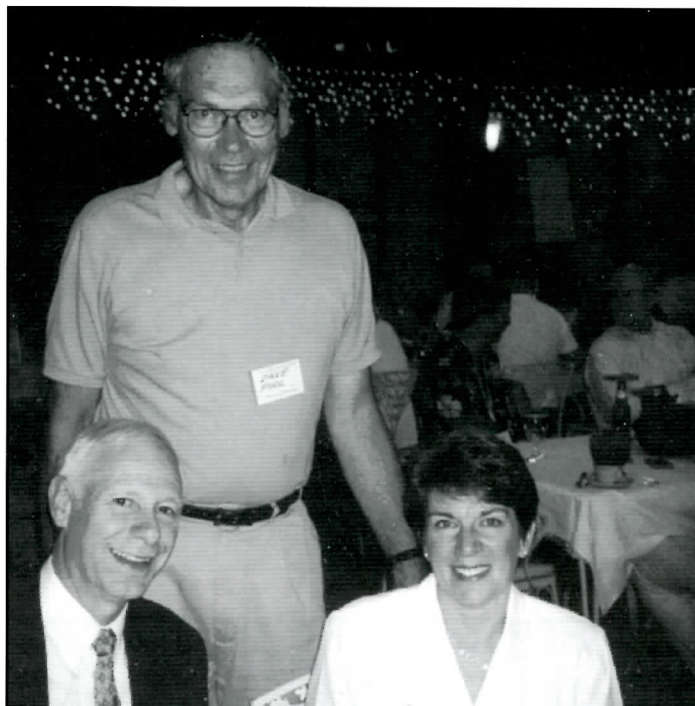
- **Bill Krause Memorial Award:** John Foley presented this award for the club that promotes all aspects of S. It was given to the South Jersey S Gaugers with Hank Worrel accepting on behalf of the club.

- **Perles Award:** This award is for an S article in a non-S publication, and it went to Jess Bennett for his layout article in the June 2005 *MR*. Honorable mention went to Ed Loizeaux for his feature in *GMR* 2005.

- **Charles Sandersfeld Award:** This award is given to the S manufacturer of the year. Keith Blanchard of Pine Canyon Scale Models received this year's honor for his numerous resin structure kits offered in S.

- **Josh Seltzer Memorial Award:** S Helper was voted best website for their Showcaseline site. Jeff Wilson accepted in the absence of Don and Mike.

- **Bernie Thomas Memorial Award:** Bill Mark,



Club Sandwich Editor Dave Pool and Don and Marilyn Heimburger are enjoying the banquet.



Tom Stoltz of Maine is shown explaining his line of custom turnouts.



Jr., the tireless Clearing House chairman, was this year's award winner.

Back to 1995: Ten years ago the Sudimak Award went to Mike Sulzbach, The Perles Award to Mike Martin, the Sandersfeld Award to Pacific Rail Shops, and the Bernie Thomas Award to Dick Karnes. The Best in Show in '95 was Jack Troxell for his T&NO 4-6-0.

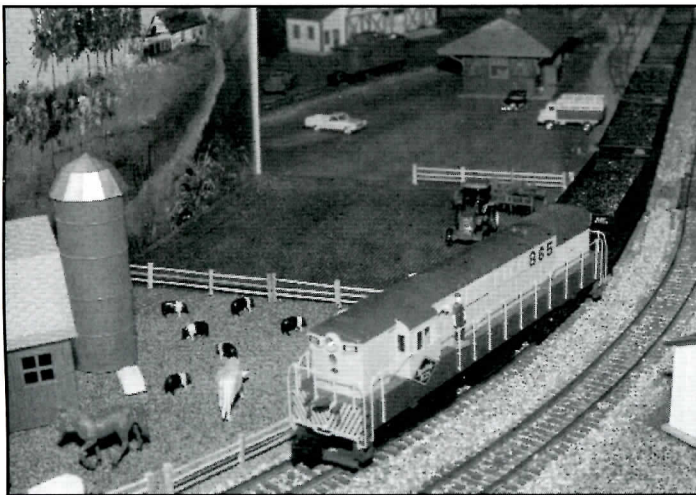
Plusses:

1. Well Organized thanks to Gregg Miller and the Alto Model Train Museum Association.
2. Always something to do with plenty of tours. I think only one non-rail tour was canceled due to lack of numbers.
3. The weather was great, especially Wed. - Friday.
4. Free breakfast buffet for hotel stayers was a big hit with conventioners as they didn't have to go out or wait very long in the a.m.
5. Very modest hotel rates.
6. Lots of prototype action.
7. Numerous layouts to see in the hotel during show hours.
8. The BBQ chicken picnic at Lakemont Park

Minuses:

1. Some big AF and S dealers missing, but regardless, the joint was packed.
2. Trade room hours a little shorter than usual and conflicted with evening layout tours. The layout tours also conflicted with dinner time.
3. Noise from the Ramada bar/lounge sometimes carried into the clinic areas, especially during the auction on Saturday night.

Personal Notes: Yes, I managed a couple of diners. My wife and I managed a remodeled diner in Manheim, PA after a visit to Hershey, and on the way home we stopped for breakfast at the Clearfield diner. Oh yeah, I loaded up on Mallow-Cups at the Boyer candy outlet in Altoona. They're hard to find in the Midwest. In ten years (or less) maybe we can have a Boyer Candy boxcar or reefer offered by the Altoona club.



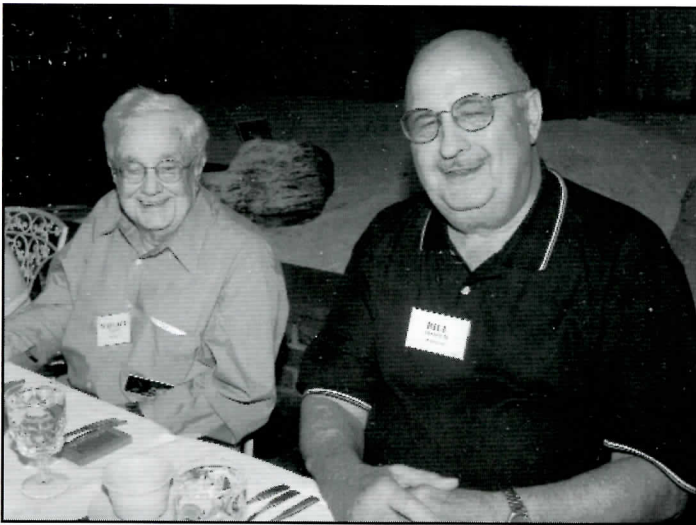
There were 4 hi-rail layouts on display at the Ramada. The top photo is a scene on the Baltimore AF Club layout and below the North Penn club is featured.



Not many missed going to see Horseshoe Curve. For sure the Mark family was there, Bill III, Bill, Jr., and Harriet.



CONVENTION FACES



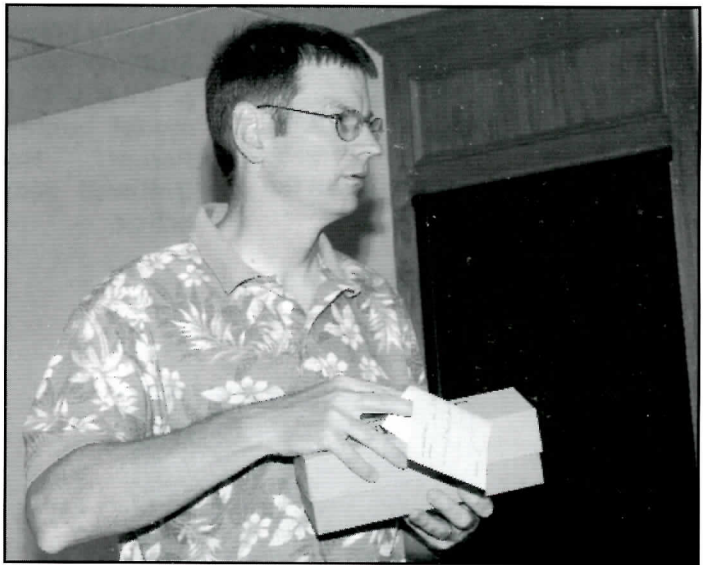
Wally Collins and Bill Fraley await the banquet whilst sipping on some iced tea.



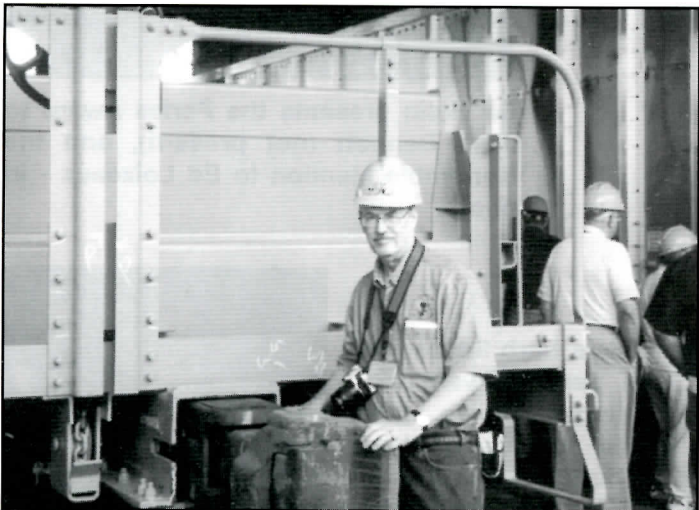
Three scalers take a break from rivet counting. Left to right: Simon Parent, Jeff English and Andy Malette. Jeff is from upper New York and the other two are from Canada.



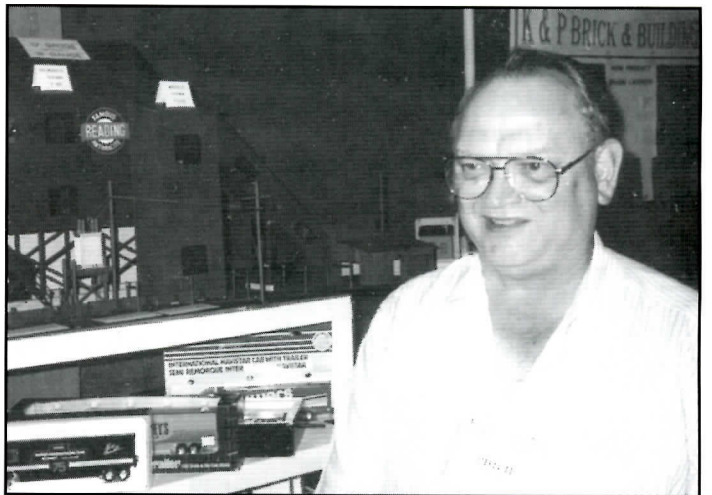
Bill Mark, Jr., and John Bortz talk over old times.



Mr. Auctioneer, Jamie Bothwell in action.



Your editor examines a rotating coupler on the Freight Car America Tour in Johnstown.

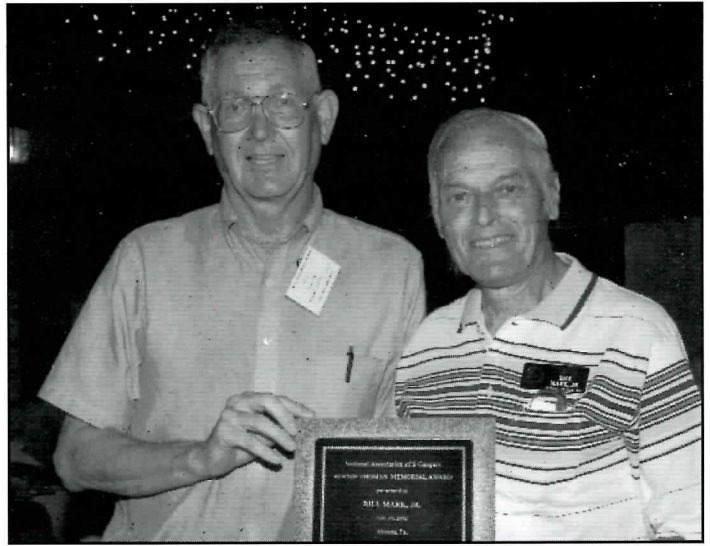


Phil Kehr is the new owner of Lehigh Valley Models. He was there with the full line.

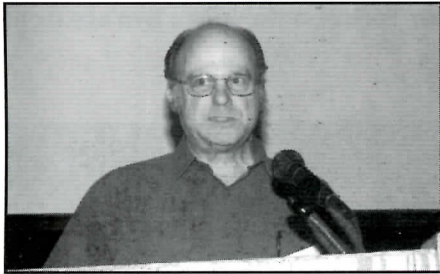
AWARDS BANQUET AT ALTOONA



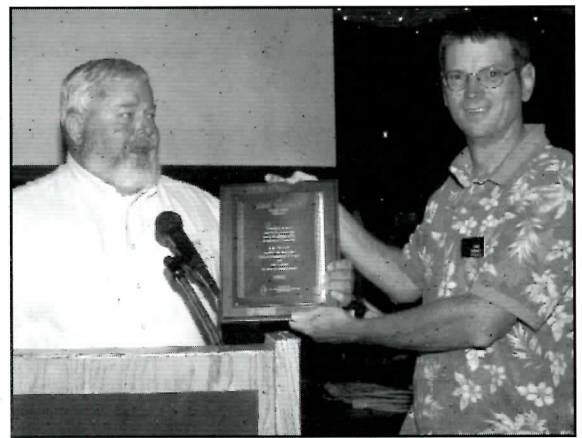
Gregg Miller starts off the banquet with a few words.



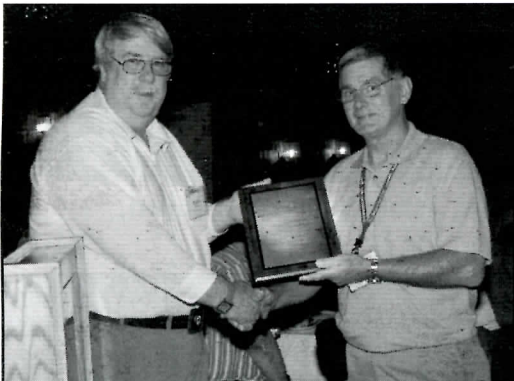
Above right - Gil Hulin presents the Bernie Thomas Memorial Award to Bill Mark, Jr. *Right* - Lee McCarty presents the John Sudimak Award for the popular vote getter in the model contest to Simon Parent. Here Jamie Bothwell accepts on his behalf.



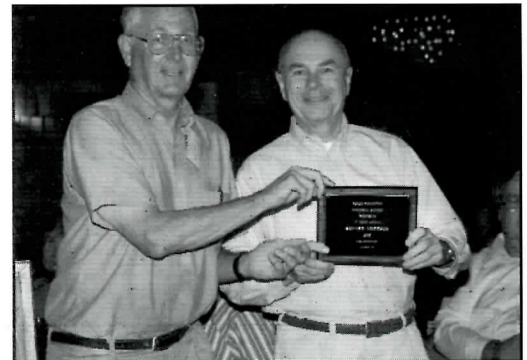
Exec VP Dick Karnes reads out the contest winners.



Photos this page by Bob Werre



John Foley presents the Bill Krause Award to the South Jersey S Gauger. Hank Worrell accepts on behalf of the club.



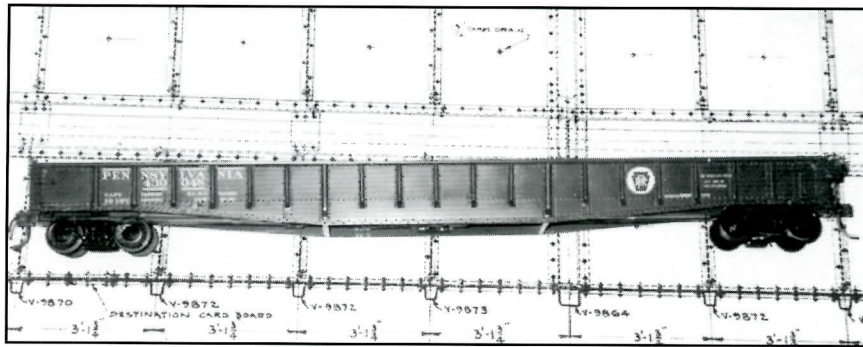
Gil Hulin presents the Perles Award to Jess Bennett (not present), and the Honorable Mention to Ed Loizeaux - in photo.



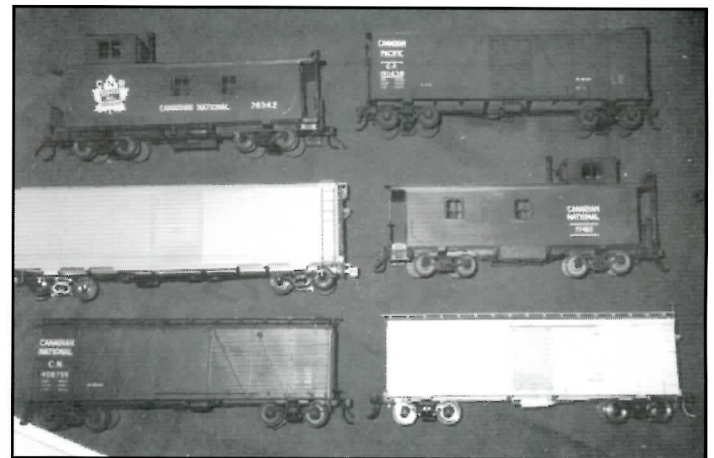
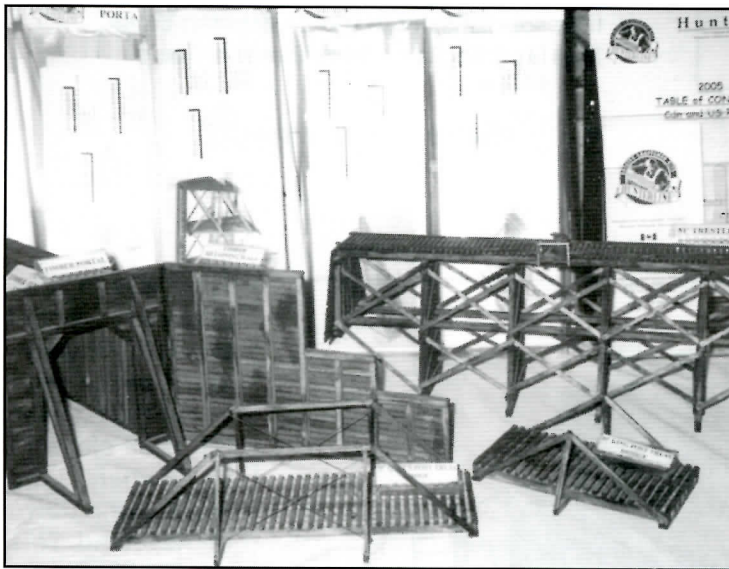
Left - John Foley assists Barb Seltzer in presenting the Josh Seltzer Award for best website to S Helper Service. Jeff Wilson accepts in the absence of Don and Mike. *Right* Gaylord Gill narrates a Power Point presentation for next year's convention in Michigan sponsored by the Southeastern Michigan S Gaugers.



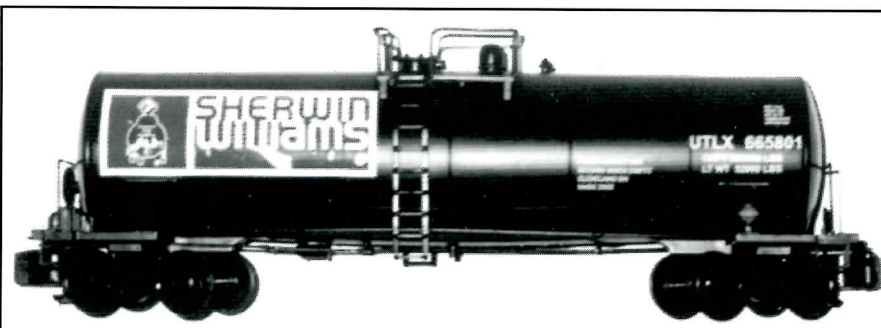
WHAT S NEW?



Left - Pennsy S Models next model in brass will be this long mill gondola. Below is a lineup of Canadian prototype freight cars offered by Ridgehill Models of Canada. The kits are resin cast by Kaslo. Various Canadian prototypes are represented including cabees, Fowler boxcars, and 40' steel boxcars.



Above - Hunterline has a nice variety of wood tunnel portal and bridge kits. Right - SHS has new roadnames for it's SW-9 that include sound if desired. The Maine Central is shown; others offered are Conrail, FEC, Frisco and LV. Prices range for no sound at \$199.95 to \$289.95 with sound. Visit www.showcaseline.com for details.

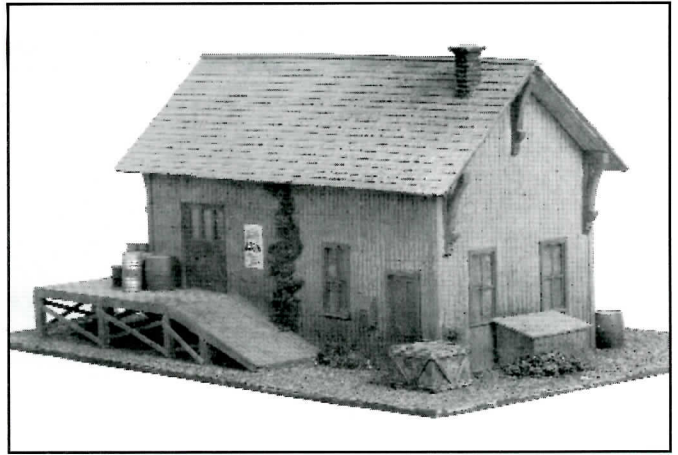


Left is the 2006 Spring S Spree Car. It's an American Models Sherwin Williams tank car. Check the website - www.cvsga.com

CONTEST WINNERS



Gene Rominski recieved a 1st place scratch structure in the Amateur class for this Bistro. It took Best in Class



Dave Pool received a 1st place structure scratchbuilt in the Craftsman class. This building also took Best in Class.

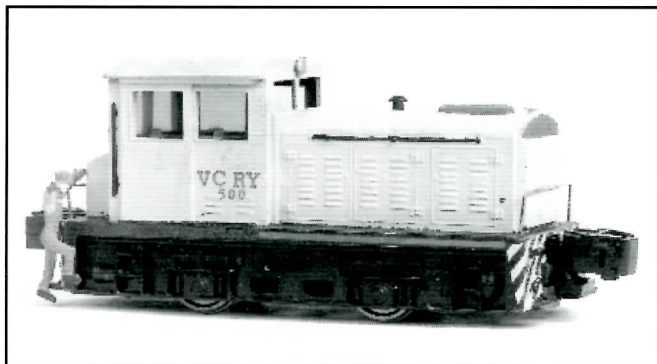
Photos by Bob Werre



This was a display-only model of a NYC Class P-2b. These were converted from the CUT class P-1a when the wires came down in Cleveland. This model was professionally built in New Zealand for Ed Loizeaux.

Below are a couple of structures in the model contest. Left is first place Amateur bus terminal by Tom Robinson. Right is 2nd place Craftsman class factory by Dave Pool

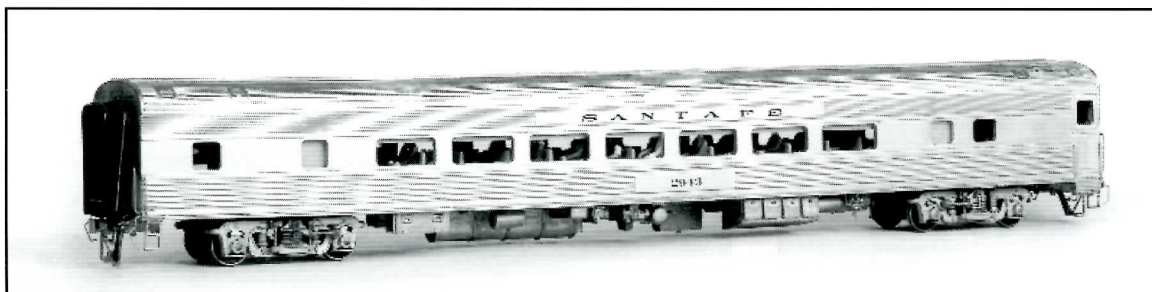




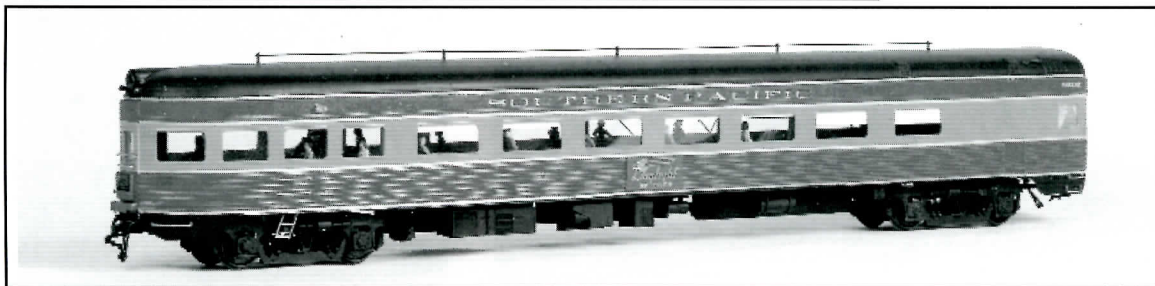
Wayne Beachy got a 1st in the Amateur Hi-Rail category for this "critter".



Earl Beegle took a 1st place Amateur Hi-Rail for this PRR cabin car.

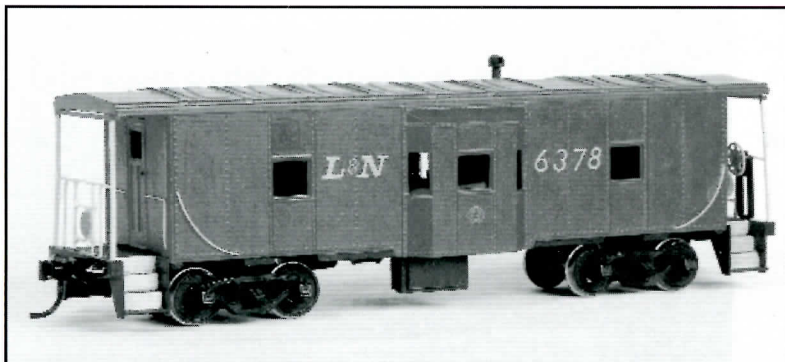


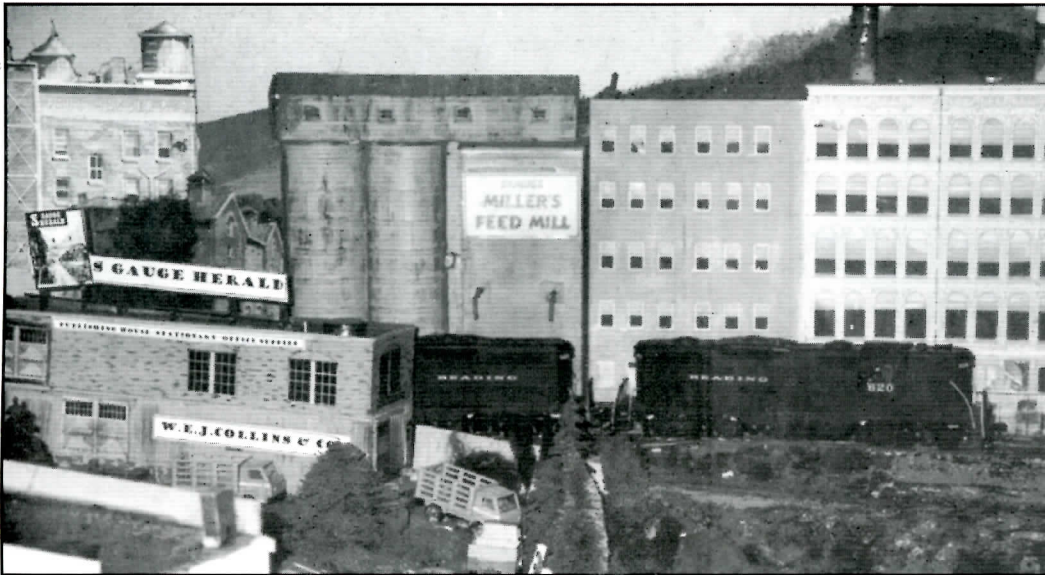
Bob Werre photos



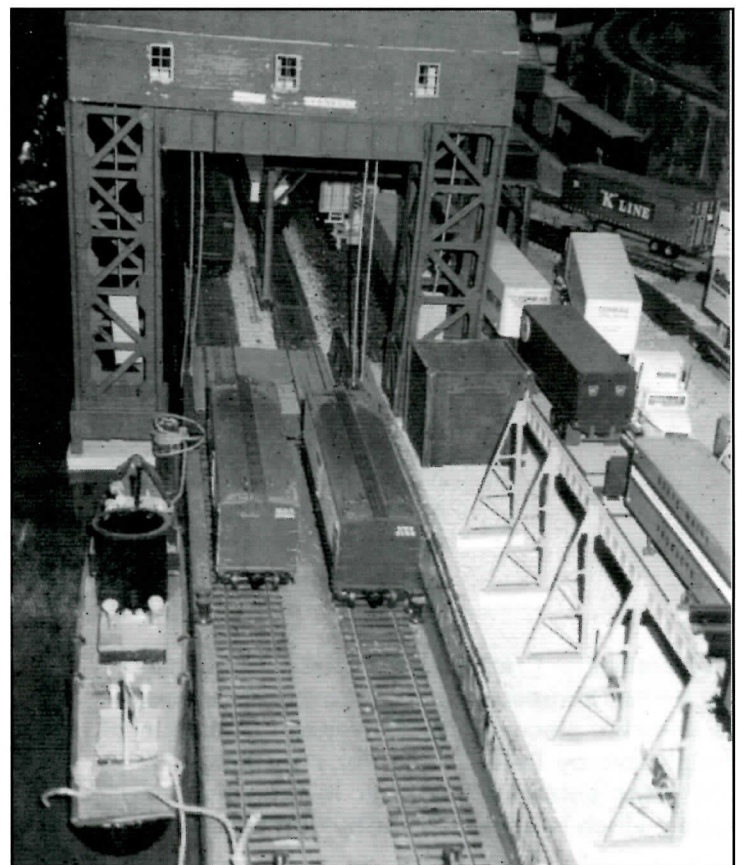
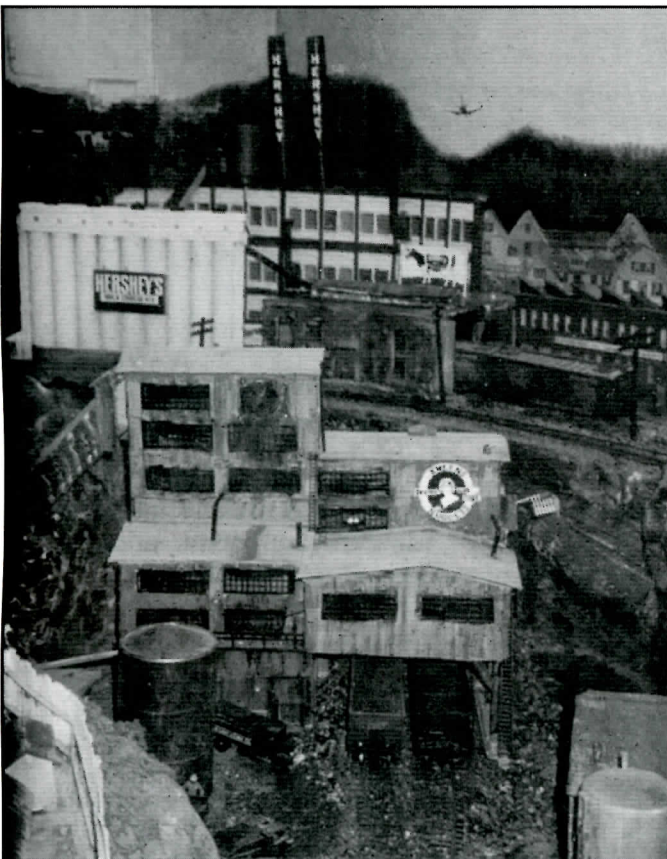
Above are two passenger car contest entries. The Santa Fe coach took 1st place in the Craftsman class, passenger car, for Billy Click. The SP Shasta Daylight observation is but one of several cars that won Bob Hogan 1st place passenger, Master Craftsman

Right is Master Craftsman first place freight car by Keith Thompson. The L&N caboose below is the 1st place kit & converted Amateur freight car by Pete Silcox. Far right below is 1st place scratch freight car in the Amateur Class which is a hot coil car by Earl Beegle.



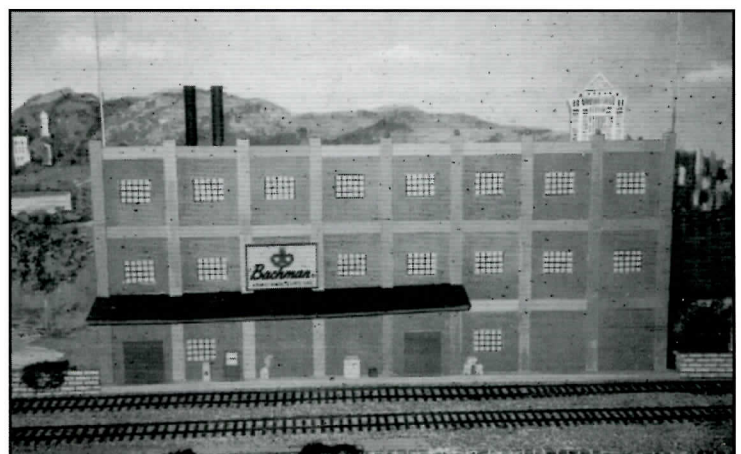


all aboard!



Bill Fraley and Roy Hoffman hosted "on the way to the convention" open houses. Top and above are scenes on Bill Fraley's Jefferson Central. Note the *S Gauge Herald* Offices, the hometown Hershey Chocolate factory background and the gritty mine scene. Right are two scenes from Roy Hoffman's Penn Western. Shown are a dock scene and an effective factory flat that takes up only an inch or so of depth.

Photos Jeff madden





Keith Thompson received a first place diesel-electric in the Master Craftsman class for this PRR P-5 electric



Also in the Master Craftsman Class was this SP FP-7 by Bob Hogan that received a 2nd place.

F. M. TRAINMASTER

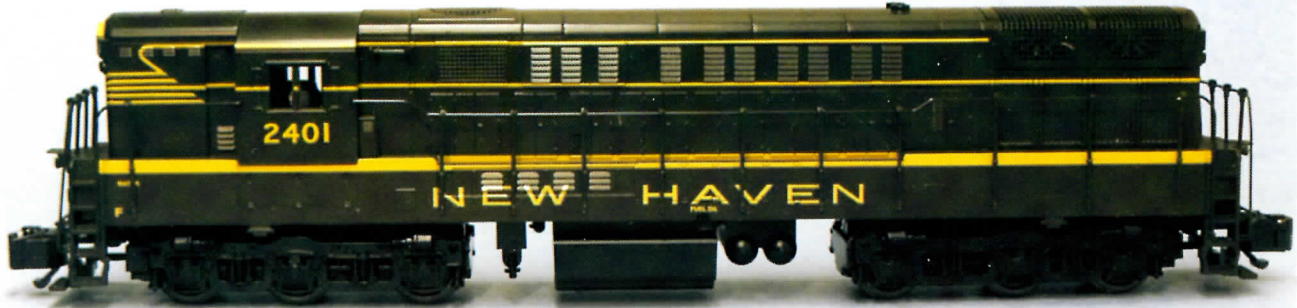


Photo of actual S scale model by AM Studios

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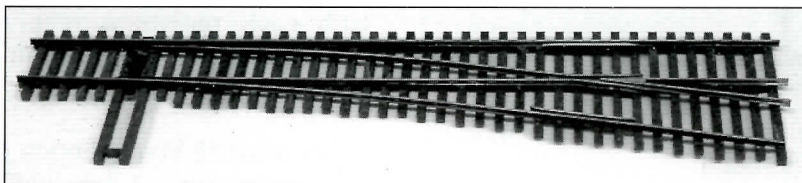
S-PIKES

On the way to the Altoona convention many made a stop at Bill Fraley's layout in Hershey and Roy Hoffman's near Shippensburg. Above Bill Fraley's narrow shelf Jefferson Central engine terminal is shown. Below is a view of Roy's Penn Western home road diesel navigating the high line. *Photos Jeff Madden*



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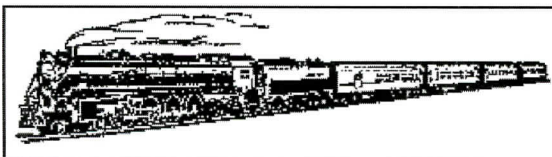
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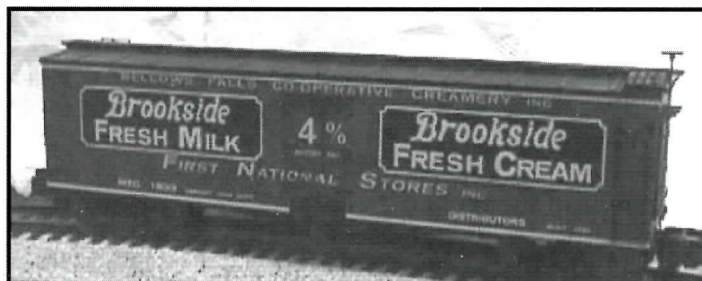
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The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

25th National Narrow Gauge Convention

Dearborn, Michigan

August 31 - September 3, 2005

Carla and I manned the NASG table at the 25th National Narrow Gauge Convention this year in Dearborn, Michigan. The convention was held at the Hyatt Regency which had ample facilities for the convention. There were roughly 1200 people in attendance.

The convention had the typical format, with the vendor rooms, modular layouts, and clinics in the morning and evening, with the afternoon free for layout tours. The convention officially opened on Wednesday evening and ended on Saturday evening with the general meeting. There was no auction after the meeting this year.

There was a preconvention tour to the Huckleberry Railroad in the Flint area on Tuesday. We drove from eastern Pennsylvania on Tuesday so we arrived too late to attend it, but we heard it was good and their former D&RGW K-27 464 was in steam.

There were two large manufacturer/vendor rooms plus Sn3 manufacturer P-B-L had their own room. There was on the order of 116 different manufacturers, vendors, and organizations with tables, many with several tables. Some vendors only displayed S scale such as P-B-L, Railmaster, etc, but there were also many who had S as part of their wares including B.T.S., Banta Modelworks, Ragg's to Riches and many others. Many narrow gauge specialty manufacturers provide similar items in several gauges.

Some of the new S scale items I saw included:

- Banta Modelworks - Gas station, stock pen, and Telluride depot outhouse
- BTS - ET&WNC covered bridge, log dump, and the pilot model for the Sn2 speeder
- Cimarron Works - Ingoldsby dump gondolas
- P-B-L - New D&RGW T-12's, C-16's, C-17's, and C-18's, SP box car kits
- Ragg's to Riches - They are a new laser-cut structure manufacturer, and currently have available in S: Ouray depot, Placerville depot, Dolores Section Forman's House, Brunswick Saloon, shingles and detail parts. Additional items in S are planned for the near future.
- Train & Trooper - Had their recent Sn2 Forneys and were taking reservations for additional different Forneys
- Turner Model Works - They took over the former Finestkind Models line of S scale structures, details, and models in June. They have been busy doing some upgrades, including better instructions, and have some new items planned.

There were on the order of 59 different clinics on various prototype and model building subjects, of which many were given more than once. There were up to 7 clinics going on at the same time, so you had to pick and choose.

There were several modular layouts setup in a third large room. One was in Sn3 plus there was another Sn3 modular layout in the P-B-L room. The layout in the P-B-L room was voted first place in the modular layouts.

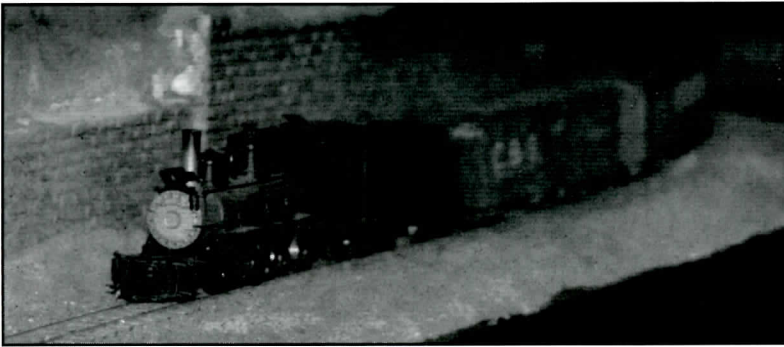
The model contest had its usual high quality of models, and several Sn3 models won several prizes. The voting in the model and picture contests is by popular vote, with each registrant receiving a ballot with their registration packet.

There were 58 layouts open during the convention. A few were also open Tuesday and Wednesday before the convention officially started, but most were open Thursday, Friday, and Saturday afternoons. As is typical for the narrow gauge conventions, there were no bus tours, but everyone was given a booklet with a layout tour matrix of when they were open, brief descriptions of the layouts, and maps with directions for each layout. They also included a Michigan state map in the registration which we also found helpful.

Carla and I were able to visit 10 of the layouts during the convention including all the S scale layouts that were open. This included one S, two S/Sn3 and three Sn3 only layouts. We filled out our tours with two HO, one HO/HOn3 layout and one live steam layout.

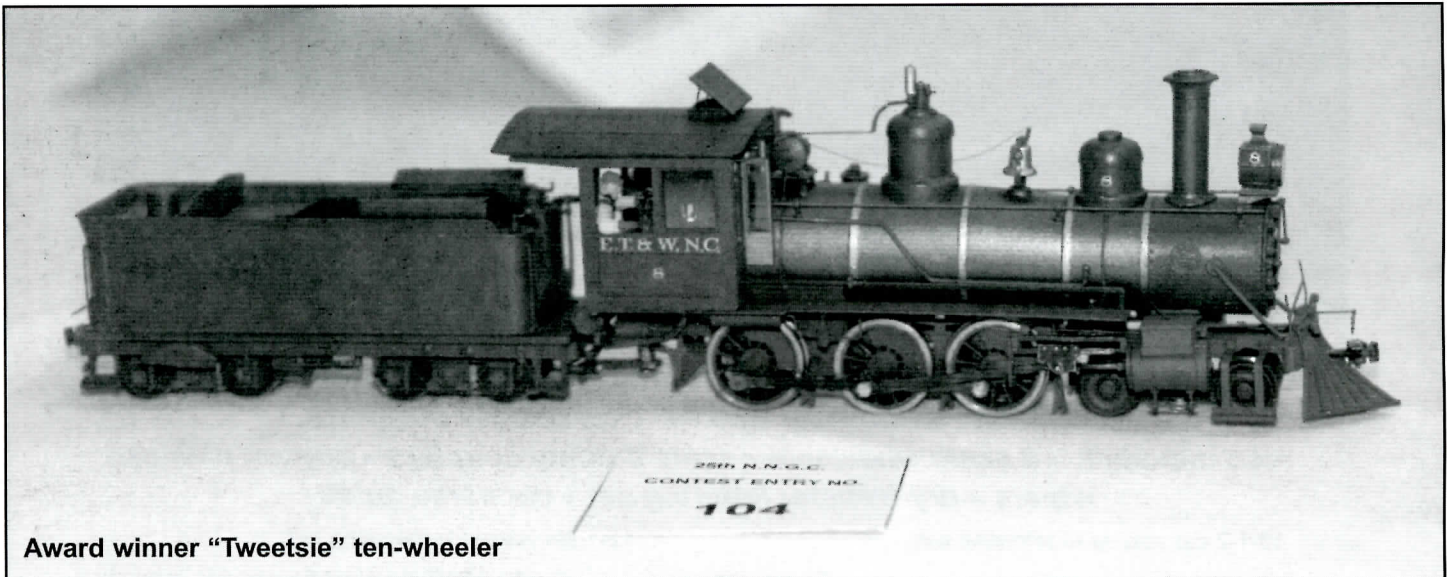
The live steam layout was 7-1/2" gauge, 3-3/4" scale with equipment based on the Maine 2-footers. The owner actually uses it to haul firewood, so in some ways it is a real working railroad. In fact, we rode a mixed train which delivered a flatcar load to the firewood shed by his house. Of course the railroad had its own roundhouse and turntable, machine shop, etc. There were two Forneys, a Shay, and gas engine powered diesel-outline locomotive on site. The steam locomotives were coal fired. This railroad was located in a hillier part of Michigan so most of the track was on grades and there was a large timber trestle on the mainline.

We had a great time at the convention. In some ways it is a preview for the 2006 NASG convention in



Dave Held Sn3 - part of Std. gauge layout.

Dave Heine and Sam McCoy (new pres.) man the NASG booth at the National Narrow Gauge Convention in Dearborn, Michigan this last summer.

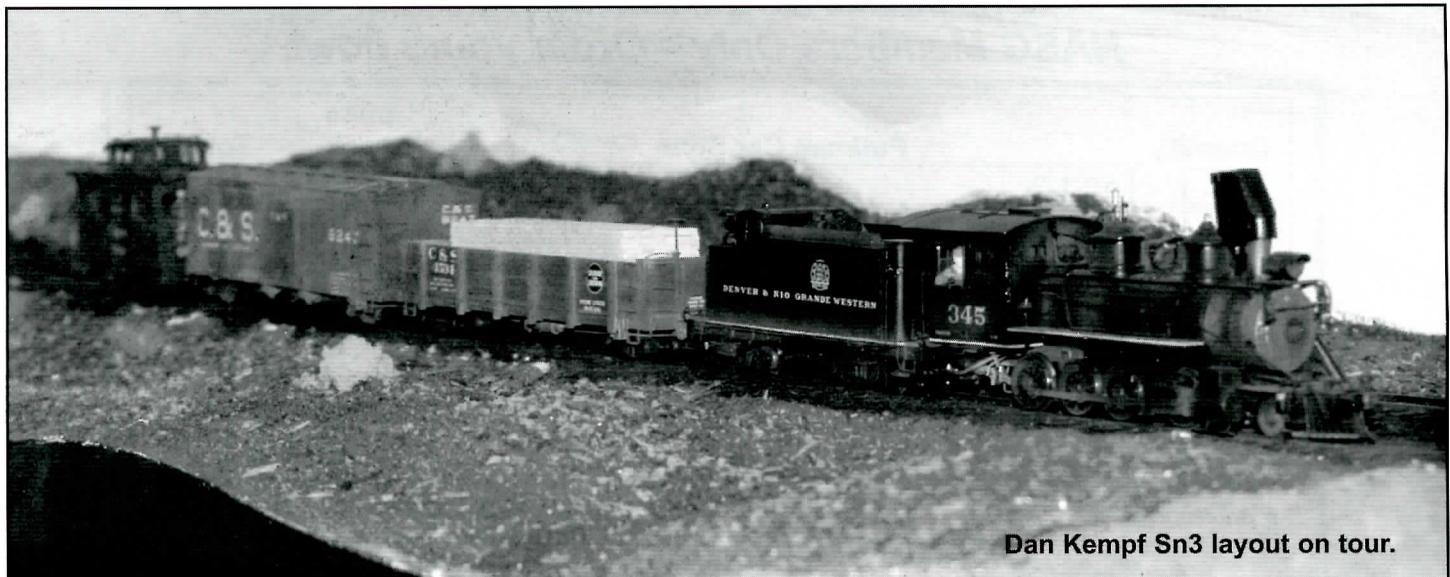


Award winner "Tweetsie" ten-wheeler

nearby Pontiac. It will be interesting to visit some of the same layouts and see their owners' progress next year. Next year's narrow gauge convention will be in

Durango, Colorado from August 21 through August 26, 2006.

Photos by Dave Heine

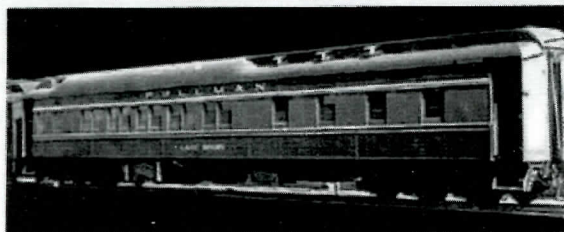


Dan Kempf Sn3 layout on tour.

In Stock!!

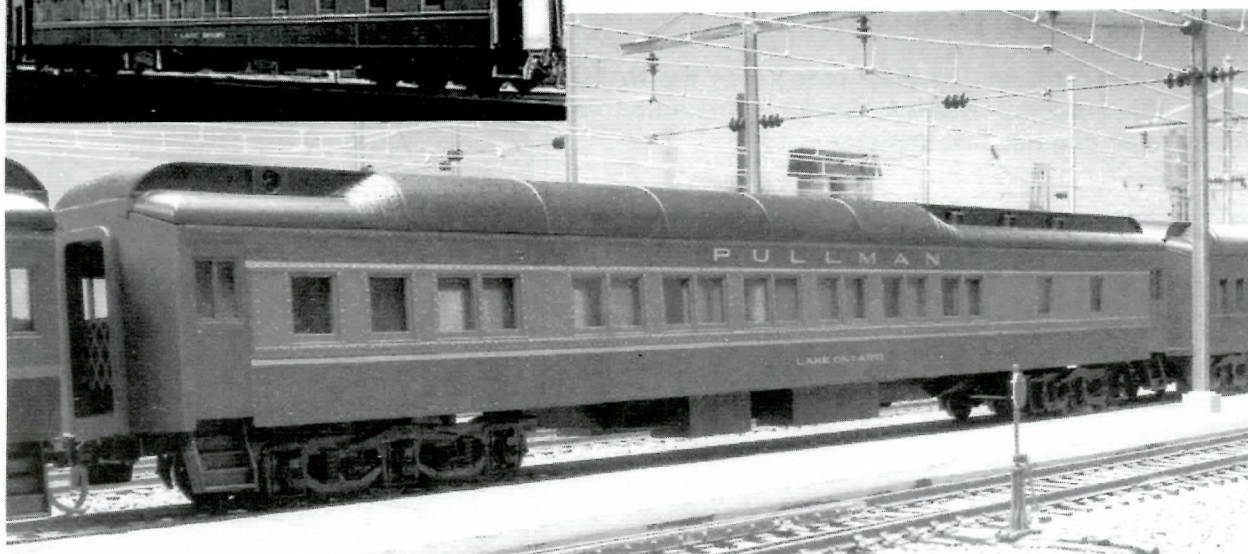
American Models and the NASG present

POST-WWII GENERAL-SERVICE HEAVYWEIGHT PULLMANS



10-section, 1-drawing room, 2-compartment ("10-1-2")
(prototype photo)

12-section, 1-drawing room ("12-1")
(model photo)



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LAST RUN

Walt Danylak 1944-2005

Dear Friends, Some, perhaps many, of you are aware that my brother, Walt Danylak, passed away on September 17th...of an



advanced case of leukemia. Any of you interested in sharing a memorial gift can give either to the Leukemia and Lymphoma Society, CNY Chapter, 401 N. Salinia St., Syracuse, NY 13203-1770. For a train related fund to help preserve a collection of photos and documents related to the FJ&GRR contact Bill Easterly at 518-762-4591 Ext. 3700 or check at fund.develop@fmcc.suny.edu.
- Dennis Danylak

The passing of Walt is indeed a sad time for many of us S scalers who knew him quite well. He was very helpful and accomodating when I first got into S in 1985. I bought my first brass items from him. I rode Amtrak to Syracuse in 1998 and joined up with Walt to attend the Syracuse vs Miami football game and had a wonderful time. He loved Syracuse football and my son was then coaching at Miami. He never mentioned any health problems when I telephoned him about six months ago. He will be missed.

- Gary Chudzinski

Very sorry to hear of the passing of another old friend in S, Walt Danylak. I've known Walt since

attending my first S convention in Syracuse back in 1971, Walt always welcomed you with his friendly smile and words of encouragement. He was instrumental in getting the brass NYC 19000 series caboose imported a few years ago. Walt had the necessary business connections with his G&W Models. He will be missed by us all, a great guy!

- Bud Rindfleishch

Man, how we will miss Walt at our train shows and conventions. I never knew Walt to be angry; Walt always had a pleasant smile and was always dealing S gauge stuff. Sally, and now Walt, how sad for us in S gauge. Perhaps the NASG could come up with some sort of a memorial for Walt? Mary and I send our condolences to all of the Danylak family.

- Bill Fraley

I am so saddened to hear of Walt's passing. He was one of the first members of this group that I met during my first trip to York. (see photo in June Dispatch) He was one of the most ardent supporters of my new layout and so encouraging of my effort. I will miss him tremendously.

- Barb Rudnicki

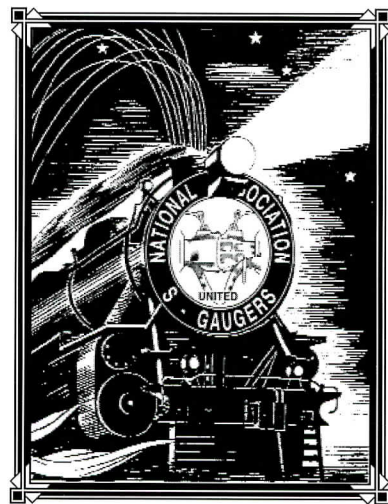
Personal Glimpse: From the last issue of the original *S Gauge Herald* (Nov.-Dec. 1978), I found a *Personal Glimpse* column on Walt. At that time it said he was a former Navy Electronics technician employed then in Radio Shack's Repair Center in Syracuse, N.Y. He was 35 then so that made about 61 at his passing. The column said that in his youth he would spend a lot of time watching trains of the Johnstown and Gloversville Railroad in nearby Gloversville. It was a family thing on Sundays to watch NYC trains.

He had received his first electric train for Christmas in 1952. He

was a big collector of Gilbert items, but at that time was planning on a code 125 scale layout based on the New York Central. He was pretty regular in these early years at attending NESGA and NASG conventions, and he was also a member of the NMRA, TCA, TTOS and NYCS Historical Society. He was then president of the Central New York S Gaugers. He was a charter member of the club.

Walter had a fling at S gauge manufacturing according to the column. He was a partner in G&W Models. He was instrumental in getting a brass NYC caboose imported, but G&W really never did any brass importing themselves. I think he was involved later in getting some resin Shark Nose diesels produced. I saw walt at many conventions - and kind of wondered why he wasn't at Altoona, which isn't that far from the Syracuse area.

Charles Brown of the CNYSGA also sent along some info and a copy of the obituary. It seems that Walt had graduated from Gloversville High School in 1961 and served on the USS Columbus with the Navy during the Vietnam War. He worked for GE and then Tandy Corporation later. He was a member of and historian for the FJ&G Railroad Historical Society.



THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** met in June for a pot luck barbeque held at the home of Pat and John Ciarleglio in Wayland, MA. The club attended the All Gauge Train Show held on August 21 at the City-Wide field house in New Haven, CT. Their modular layout was set up and operated at the show. The club was hosted in Sept. by President Tommy Robichaud, in Fitchburg, MA. Tommy's layout was featured in a recent issue of the *Dispatch*, in an article describing the construction and operation of the layout. The Flying Yankee train that Tommy has recently acquired was operated on the host's layout.

The **Conn. S Gaugers (CSG)** met at the home of George Leidinger in Waterbury, CT. for their July meeting. George has a fine collection of AF and S gauge trains and an operating layout for the those attending to enjoy. The Mark family will host the **CSG** members for their Sept. meeting, in Pleasant Valley, N.Y. Craig O'Connell, V.P., edits and distributes the club newsletter. The club set up their modular layout at the All Gauge Train Show held at the New Haven City-Wide field house on August 21.

The **CSG** had eleven members and their families attend the NASG convention in Altoona, PA. in late July. Member Bill Mark, Sr., was awarded the Bernie Thomas Award. John Foley presented the Bill Krause Award on behalf of the club to the South Jersey S Gaugers (SJSJG) for their efforts to promote S gauge and modular S gauge model railroad-ing. The award is given annually to an S gauge club, and presented at the annual NASG convention. Member Larry Morton had an

excellent display for his Tomalco Track at the convention. Club treasurer, yours truly, was awarded best in (craftsman) class for his scratch built freight station constructed from plans in the Model Railroader magazine. Two American Models trainmaster diesels lettered for the New Haven RR were test operated by member Bob Ritchie on the NASG switching layout.

A group of S gaugers from the western Massachusetts and northern Connecticut have formed a club called the **Pioneer Valley S Gaugers (PVSG)**. They have been meeting at various members homes on a regular basis. They have more than a dozen interested members, including several who have models in HO and O scale. Dave Plourde and Steve Allen were instrumental in locating interested modelers in S scale who would want to meet on a regular basis and trade ideas and operate any host layout. Dave has an S hi-rail layout with scenery that operates both AC and DC hi-rail trains. Some of the members of the new club are also members of the CSG, including Charlie Bettinger, John Robertson, Jeffrey Mills, and Dave Plourde. The new club has designed a logo and had business cards printed with it that can be used in spreading their word, and recruiting new members. The **PVSG** met at the home of Steve Allen in July in Springfield, MA. Steve is building an S layout and it is progressing well. The members attending the meeting were discussing a possible trip to Steamtown, PA., likely to be scheduled for 2006. Jim Richardson is coordinating club shirts with logos. Dave Plourde hosted the club meeting at his home in East Longmeadow, MA in August. Those attending could

operate the host's fine layout. Dave is presently the club coordinator and newsletter editor.

The *Canadian S Scale Quarterly* is the voice of **S Canada** the new name for the organization of Canadian S scale modelers who share a common interest in S scale modeling and Canadian trains. Manfred Lesser, London, Ontario, is the editor of the newsletter, and Charles Hicks distributes the copies, mostly by e-mail. All submissions for the newsletter should be sent to Alex Binkley, in Ottawa, Ontario. The newsletter includes letters from the members, product reviews, prototype info, layout plans, coming events, and construction projects in S scale. A recent issue of the newsletter suggested that the forthcoming issues might include a profile of each member, maybe one member per issue. A photo of the member along with one or two photos of their layout, if they have one, and a description of the interests and activities that the member undertakes. Member Guy Davis described his modular layout in a recent issue of the *Canadian S Scale Quarterly*. The layout measures 3 ft. x 8 ft., built on a single piece of plywood. Scenery on the layout includes farm country modeled after the real town of Davis, Saskatchewan. The buildings are farm type, including barns and related buildings, and animal pens were built from scale lumber. Dayna Williamson wrote a useful article on making signs for a model S scale building using tissue paper and printing from a computer using an ink jet printer. The sign was glued to the building wall with thinned water based glue, and an artist brush was used to remove any bubbles under the tissue paper sign so that it could fit against the building wall.

The **Western N.Y. S Scale Assoc. (WNYSSA)** met in June at the home of Don Webster. Don is recuperating from a recent heart attack, and showed the mem-

bers attending progress that he is making on his layout. He has added buildings and a lift bridge to the layout. Club members Don Webster and Dave LaGraves recently visited the Gowanda Model RR Club open house. That club would like to have an S layout and wondered if the **WNYSSA** would be interested in such a project. The club is not centrally located to the locale of the **WNYSSA** membership, which could be a factor in designing and building an S layout at the club building. On Sunday July 10, the club went on a field trip to the Niagara Frontier Live Steam Club, in Eden, N.Y. The live steamers have a 17 acre plot with over 1 mile of track. Track gauge is 7.25 inches and the trains are 1.5 inch scale replicas of the real thing. The club members met at the home of Lew Cabello, in Youngstown, N.Y. for their August meeting. Greg Mummert edits the club newsletters and coordinates the club activities.

The South Jersey S Gaugers (SJSG) met with members of the **Susquehanna S Gaugers (SSG)** in the spring for a joint meeting. Hosts of the meeting were Mary Jane and Dick Purnell, and 23 members of the **SSG** attended the get together. The host is in the process of building a layout with block controls on three loops of track, so five trains can be operated at the same time unattended. The **SJSG** members attending the get together were Impressed with the layout and its operation. Jim Ingram coordinates the activities of the **SSG**, but he has asked to have various members take over some of the functions so he will have less direct and sole responsibility for the operation of the club. A clinic at the **SJSG** May meeting was "Your Greatest Find", a program where members brought their favorite item and described how they acquired it. John Aaron presented a clinic on Plasticville buildings at the June meeting clinic.

A recent edition of **SJSG** newsletter, *The Waybill* included an article by Mike Packi explaining about the sudden passing away of Gary Lavinus. Gary was chairman of the TCA Toy Train Museum, in Strasburg, PA., and did a lot to promote and maintain the museum. The **SJSG** have been building a new portable layout which is under construction in the basement of Dan Mastrobuono's basement. Sixteen modules have their own legs, and most of the wiring harnesses are in place. Some track has been set out ready for permanent installation on the layout. Work on the layout is done on Sunday afternoons when members can pitch in to complete the layout. The club plans to participate in the annual Riverton (N.J.) Christmas Tour. A layout will be set up in the afternoon of Dec. 3rd for operation during the show between 5:00 and 10:00 P.M. The **SJSG** club has recently celebrated their 16th anniversary, having started under the direction of Bill Lane in 1989. A clinic at the August meeting of the club was on detailing 1/64 cars and trucks for scenery on your layout. Mike Packi and John Aaron gave the clinic. The club set up and operated their layout at the train show held on Aug. 13-14 at the Upper Township Community Center, Tuckahoe, N.J. Hank Worrell is President of the club; Mike McConnell, V.P.; Joe Balcer, Treasurer; David Pierce, Secretary; and Jim Oliver, V. Treasurer.

The Neshaminy Valley AF Club (NVAFC) held their annual dinner meeting at the Township House Restaurant, Newtown, PA. Mike Hudek coordinated the meeting, the 181st of the club. Member Curt Johnson held the July meeting at his home in Fairless Hills, PA. where final plans to set up and operate the club layout at the Tuckahoe, N.J. Train Show held on Aug. 13-14 as sponsored by and for the benefit of the South Jersey Railroad Historical Society. The show was held at the

Upper Township Community Center, Tuckahoe, N.J. The Sept. meeting of the **NVAFC** club was held at the home of Rosanne and Paul Fenn, Richboro, PA. The meeting was a joint one with the Toy Trains in Motion O gauge club.

The Pittsburgh S Gaugers (PSG) met at the home of member Ron Kirin, in Tarentum, PA. for their July meeting. Ron has a large layout under construction, which those attending could enjoy. Dave Felmley brought a six foot long module to a recent club meeting which he is using for a switching layout. Paul Kovacik took the module frame to duplicate so that a 2.5 ft. x 12 ft layout can be assembled as desired. Jim and Robbie Whipple helped design the modules, and switching layout. Jon Knox coordinates the club meetings and activities, writes and distributes the club newsletter via e-mail. Bill Tusing hosted the August meeting of the club at his sister's home, in Tarentum, PA. where he is building an S gauge layout. A joint meeting with the local NMRA club will be in November, and the topic of a clinic at the meeting will be Digital Command Control (DCC). Club member Jim Whipple coordinates the club meetings/cancellations, etc.

The North Penn S Gaugers (NPSG) brought their modular layout to the recent NASG Convention in Altoona, PA. at the end of July. The layout was transported in their newly-acquired trailer, and was set up and operated by club members attending the convention. The club decided to finance the cost of a trailer to transport and sometimes store their layout modules in rather than have members put up money to purchase the trailer outright. Income from shows can pay off the loan on the trailer. The **NPSG** has been incorporated as a non-profit organization. The club members Mike Berus, Ray Nase, Norm Lepping,

and Phil Williams constructed new corner modules that are five feet square, and have a minimum inside track radius of 47.75 inches. The new modules are good for large locomotives that tend to overhang sharp curves. New Member George Donahue was welcomed into the club. The Sept. meeting of the club was a picnic hosted by Glenn and Lin Ritter at the Belfrey Station (S gauge RR) in Harleysville, PA.

The unofficial newsletter of the Potomac Valley S Gaugers (PVSG) is *The Call Board* and it is ably edited by member Richard Lind. The club met at the home of Olga and Dick Cataldi in Vienna, VA. for their Sept. meeting. Betty and Dan Vandermause will host the club on October 15 at their home in Ellicott City, MD. The club is planning to display an operating layout at the World's Greatest Hobby Show to be held in Chantilly's Dulles Expo Center on February 11-12, 2006. At the Sept. meeting Richard Lind brought his modules to set up with those that Dick Cataldi has from Virginia to form a complete loop and operating layout.

The Baltimore Area AF Club (BAAFC) set up and operated their portable layout at the Children's Hospital, Washington, D.C. on June 25. Barry Berson brought a portable layout that could be brought to the rooms of patients that could not view the main layout. They set up and operated their layout at the Charlotte Hall Veteran's Home, and Hospital, in southern Maryland in early June. Both of these displays were public service ones where the viewers were confined to medical facilities or the veteran's home. Ron Kolb coordinates the club activities and ably writes the club newsletter. A recent issue of the newsletter had a note of condolence from the club to their coordinator on the loss of his wife Susan on May 5. Susan is remembered as the gracious host of many

BAAFC club meetings, and was supportive of the work that Ron contributes to the organization and operation of the various club activities. The club brought and set up their layout at the NASG convention held in Altoona, PA. in late July. The layout was one of several that were on display and provided great ideas for those attending the convention. A 115 car freight train was operated on the layout at one time, which was a record for the club layout operation. City buildings on the layout provided a great background for the operating trains. The club was scheduled to have a field trip to the Western Maryland Scenic Railroad, in Cumberland, MD. on Sept. 24. Club member Greg Klein and Ron Kolb coordinated the club field trip. Paul and Russ Love were hosts to the club meeting in Sept. in Baltimore, MD.

The **BAAFC** was planning on setting up and displaying their layout at the Frederick, MD. Octoberfest, held at the Frederick Fairgrounds in early October. The layout would be set up in the vendor hall at the fairgrounds and operated for a two day display. The club celebrates it's 13 year anniversary this month. Tom Davis hosted the first club meeting at his home and Ron Kolb attended the meeting. The club recently had 139 members and nine prospective members that all operate or collect S gauge trains. The club is scheduled to host the 2007 NASG convention and member Dave Blum is in charge of the organizing committee. Jim McMorro is scheduled to hold the October club meeting at his home and David Avedesian will host the November meeting.

The Virginia Central Division (VCD) of the Atlantic Coast S Gaugers (ACSG) has voted to join the Washington & Old Dominion Division in becoming part of the **ACSG, Inc.** This was done primarily because of the benefits of being part of an incorporated club and having tax free status

with insurance coverage. **The Tidewater Division** has also decided to become part of the new **ACSG, Inc.** a non-profit, non-stock corporation. The **VCD** ran their first display under the new organizational set up at the GATS Train Show, held in August in Richmond, VA.. The club also plans to operate their layout at the train show held on Thanksgiving day weekend at the Science Museum of Virginia. The club members are planning to team up with members of the Washington & Old Dominion (W&O D) Div. to set up an S layout at the World's Greatest Hobby Show to be held in February, 2006 in Chantilly, VA. Club members are planning some specially decorated S gauge railroad cars, but details are not finalized as yet. Two layouts were set up at the recent past NASG convention by members of the **ACSG**. An informative flyer was distributed at the convention describing the organization of the clubs and their goals and objectives. The **ACSG** has a separate modular layout for each division, which are operated four to six times per year at various train shows and other events. Four business meetings are held each year to plan and make decisions regarding the operations of the various clubs. The divisions include (with contact person in brackets): Virginia Central Division (J. Wayne Beachy); Carolinas Division (Joe Haenn); Wash. & Old Dominion Division (Scott Brown); Tidewater Division (Jeffrey S. Hill); Delaware Division (Bill Moxon); and the Atlanta, GA. Division (Bob Lacheen). The display at the NASG convention included a novel small locomotive cab with operating bell and horn for child visitor operation at the show displays.

The Suncoast AF Enthusiasts (SAFE) set up and operated their portable layout at the Lutz Historical Train Depot, on July 4. A large turnout of visitors enjoyed the layout in the historical RR sta-

tion. One of the club members was very active on the committee and crew that restored the station. Les Baynard brought his Northern loco to operate at the display. Club members who helped set up and operate the layout enjoyed a BBQ dinner courtesy of the event host. The club held their Sept. meeting at the home of Les Baynard in St. Petersburg, FL. Joe and Carol Flora are scheduled to host the club for their October meeting. The club is planning for their own train show to be held on Dec. 5, in St. Petersburg. John Phipps is coordinating the sale of tables at the show and the sales have been moving right along. The **SAFE** has a Sr. Chairman, Gene Vrooman; Co-Chairman, Rich Brown; John Phipps, V.P.; Bob Brown, Treasurer; and Secretary Anna Spinella who ably edits the club newsletter.

The Southeastern Michigan S Gaugers(SMSG): Tom Hess along with Jerry Poniatowski prepared a display table for the NASG convention in Altoona, to advertise the forthcoming 2006 convention to be sponsored and run by the **SMSG**, in Pontiac MI. on August 2-6, 2006. Dan Navarre hosted the club members for the Sept. meeting in Bloomfield Hills, MI. Dan is a partner in River Raisin Models, importer of quality S gauge brass trains. Dan gave a presentation of C & O dining car china and silver. Some of the brass locos and rolling stock offered by River Raisin were displayed at the meeting. Member Dave Held will host the October club meeting at his home in Imlay City, MI. and Earl Carlsen is scheduled to host the club for their November meeting. New member Jeff Wallace was welcomed to the club at the May meeting of the club. A recent issue of the club newsletter, *The SMSG News* had several photos of the club trailer used to store and transport their modular layout.



The Northern Ohio S Scalors (NOSS) held a June picnic at the Cuyahoga Valley & West Shore Model RR Club, in Olmstead Falls, OH. Lunch was provided to the members attending. The club has HO, O, and N gauge layouts that were operational for the picnic. George Ricketts edits the club newsletters and coordinates the club activities.

The Central Ohio S Gaugers (COSG). Dennis and Brenda Lavender hosted the club meeting at their home in Newark, OH. on Sept. 18. Larry Robertson is president of the **COSG** and a recent column of his explained that the Timken four-bay hopper cars that were made for the club by American Models arrived and were taken to the Spring S Spree. A good number of the cars were sold at the Spree. The hopper is black with large white "TIMKEN" letters across the sides. The club planned to meet in October at the Silcott Railway Ltd. Shop and offices in Worthington, OH. The company rebuilds full-sized diesel engines from the ground up. Mike Schrieber of Silcott will give a slide show of an engine that was recently re-built. A shop tour will also be on the schedule for the meeting. The club is planning to set up and operate their layout at the NMRA Train Show on Nov. 20, at Vets Memorial.

The State Line S Gaugers (SLSG) are sponsoring the 30th annual Fall S Fest to be held on Nov. 18-20 in South Beloit, IL. David Pippitt is coordinating the registration for the event. The Fest will include the usual trading tables, clinics on various subjects, model contest, children's pizza party, events for the ladies, and a banquet for all. The commemorative S car will be a Union Pacific flat car with two trailers as loads. The event will be in the Ramada Inn located just south of the Wisconsin/Illinois border, off I-90. Carol Tanner and Donna Busjahn are coordinating the children's activities.

The Chicago Assoc. of S Gaugers (CASG) The **CASG** is hosting the 2006 Fall S Fest, and club members are signing up for the various committees that will run the event. Andy Jugle is the general chairman; Bruce Lorence the banquet and special events; Joe Craig the Layout display room; Phil Kosin the publicity and advertising; Joe Taylor the registration; and Will Holt the trading room /manufacturers coordination. The club set up and operated their three S layouts the Southland RR Show, held on Sept. 23-24 at the gymnasium of Richards High School, Oak Lawn, IL. The layouts included the narrow gauge, and the newly constructed small operating layout (standard S) along with the Chicagoland Hi-Rail Modular (CHASM) layout. The club is planning to attend and display layouts at the High Wheeler Train Show in Palatine, IL on March 4-5, 2006 and the All-American RR Show in LaGrange, IL. on March 10, 2006.

The Cuyahoga Valley S Gaugers (CVSG) Several club members attended the NASG Convention in Altoona, PA. Gene Rominski entered his Golden Elk Bistro model in the model contest to win first in the amateur structures class. Lee McCarty entered his model of the Golden Lamb Restaurant to win first place in the Craftsman Kit and Converted class. The **CVSG** ordered and brought SherwinWilliams tank cars to the NASG convention and sold 65 cars. A recent issue of the *Lakeshore Special*, newsletter of the club, included an article by Chuck Fonda on the history of the AF train production. Chuck was appointed administrator of the estate of the late Dave McKay. Chuck has made an inventory of the trains that are in the estate and will supervise the sale and dispersal of them.



The Miami Valley S Gaugers (MVSG) The club was planning a model contest for the members using the small NASG Armco building kit offered by the NASG that was reviewed in the *S Gaugian Magazine*, and is available at the nominal cost of \$ 10.00. The intent of the **MVSG** model contest is to get the members to do something interesting, something that they may have not done before, to get them to learn, and have some fun with the model construction. The **MVSG** participated in a Tractor Show at the Preble County Fairgrounds, Eaton, OH. on August 19-21. A layout was set up and operated for those attending the show. Norman Haas is the club recording secretary, and writes up the club minutes that are distributed by e-mail and postal mail. Anthony Garza distributes the club information for publicity purposes and this column.

The Badgerland S Gaugers (BSG) held their September meeting at the home of Dave Smukowski in West Bend, WI. The **BSG** TrainTrade Shows have begun with one on Sept. 25, and the next one scheduled for Oct. 23. The shows are held at the Knights of Columbus Hall, Greenfield, WI. from 8:00 to Noon. The club recently welcomed new member James Lamalfa, from Marinette, WI. The club has an e-mail address for model railroading, hobby or train related topics only (no personal communications, thank you) at Badgerland@yahoogroups.com.

The **BSG** has just signed a contract for the 2008 Fall S Fest at the Four Points Sheraton, on Nov. 14-16, 2008. The hotel is across the street from General Mitchell airport and the Amtrak station is about one mile away with free shuttles from the hotel. The club is planning to set up and operate a layout at the Trainfest Train Show sponsored by the Wise Div, NMRA on Nov. 12/13 in West Allis, WI. A recent issue of the

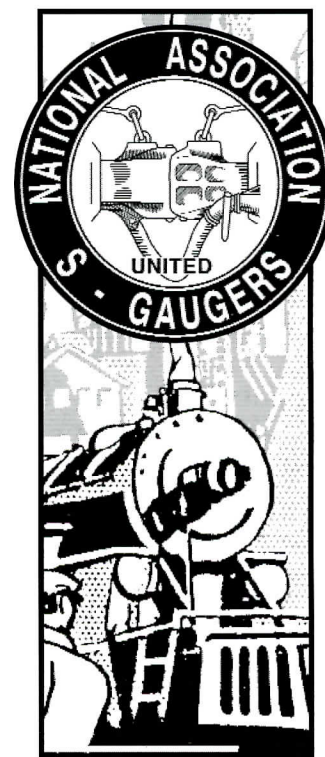
club newsletter included an article by the editor explaining that the club was having their 30 year anniversary this year. He explained that many marriages don't last this long, and that model railroaders usually have marriages that are longer than the average (I don't know where he got his data). It's not like a model rail could get into that much trouble in your own basement, and that is where a model rail would spend a good portion of his time. He concluded his analysis with the idea that 30 years of the club members hanging around with some of the same guys amounts to 30 years of good company and lifelong friendships. It has been a good thing.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) met at the home of Larry Baker in Colton, WA. On June 12 to prepare for their trip to Seattle, WA. Where they set up and operated their layout at the TCA Convention. This was a very good place to advertise our favorite scale. Jon Kettner and his wife Elizabeth helped bring and set up the layout at the show. Elizabeth brought her current quilting project to keep busy while the show was going on and answered questions from show visitors about the layout, quilting, and the layout skirt that she has made. The August meeting of the club was held at the home of Jess Bennett, in Careywood, ID. Jess has one of the finest S layouts in the U.S.A., and has custom built many steam and other locomotives. The layout includes spectacular mountain scenery with a high trestle crossing a gorge. The cab forward articulated steam engines used in the west are one of Jess's favorite prototypes.

The *BASS Waybill* is the official newsletter of the **Bay Area S Scalpers (BASS)** and the club met at the home of Don Seeburger in Danville, CA for their Sept. meeting. Member Don Harper held the July club meeting at his home,

where those attending could view the scenery transformation on the host's layout from Rio Grange territory to the town of Laws, CA. Plans for the original depot at Laws are being sought so that a station can be built (in S Scale). The club's modular layout was set up and operated at the Dunsmuir Railroad Days celebration. The visitors were not model RR oriented, but the club members received many compliments on the layout and operation thereof. The local Sheriff's Dept sponsored the show and the club was invited back again for next years celebration. The club is planning for the **O Scale West Plus S** train show and gathering to be held on Feb. 2-4, 2006. A new member, David Scott, was welcomed to the club recently. Graham Henry is scheduled to host the club members for their November meeting.

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



EXTRA BOARD

DOCKSIDER

I noticed that my new Docksider (Lionel AF 0-6-0T) was derailing the car directly behind it on the turns. I replaced the coupler spring with a replacement from Port Lines Hobbies that is intended for the original Flyer Docksider. Presto ... fixed, no more derailing. Easy fix guys. The spring that comes with the new Docksider is too strong. Doug better stock up on the Docksider coupler springs.

- Al Paolozzi

FYI AF NORTHERN

AF never described their UP 4-8-4 as a "Challenger" (page 3 August Directory - my comment) type steam locomotive. If called anything other than a UP 4-8-4 they used the word "Northern." However, they had a "Challenger" as part of the set name in 1941-2, 1953-4, 1956, and 1958. But they always described the loco as a Northern. The AF loco is based on 800-814 FEF-1s circa 1937. The 815-819 had different tender

trucks. The 814 is on display in Iowa.

- doug Hodgkins

BUGGING THE BOSS

Went this past Saturday (Oct. 1) to Charles Ro's open house in Malden, Mass., and got to speak to Jerry Calabrese, CEO of Lionel. While there, I ran into other S gaugers who also had questions of him about American Flyer products as well as comments. I was asked to give comments and product ideas to the marketing person next to him and I, and others did so. Number one was to put a better smoke unit in the Mikado and make a front coupler that is operational, like a Kadee. I also asked them to make D&H PAs with RailSounds in the dummy A unit as well as a cover for the front coupler that can be removable like S Helper has. make B units that are powered and make the other roads have PA dummies with RailSounds. I explained the D&H didn't have Bs, so just make As. Make passenger cars for the D&H that includes a vista dome. I did give them a list of other items that was rather long; it did include

heavyweights.

- Frank Emiro in NH

S IN NON-S PUBLICATIONS

- CTT Sept. '05: Short article on AF encore at Vermont Museum (Shelburne Museum). An AF layout was recreated by the AF Shelburne Volunteer Museum Group. Also article on Vince and Cindy Capatosta's O and S layout.

- CTT Oct. '05: AF's overlooked F9 diesel - an article by Ted Hamler and Roger Carp.

- *Toy Trucker and Contractor*, Sept. '05: Misc. diecast truck info much of which is 1/64 plus a feature article on the Winross trucks done for the Howard Johnson restaurant chain.

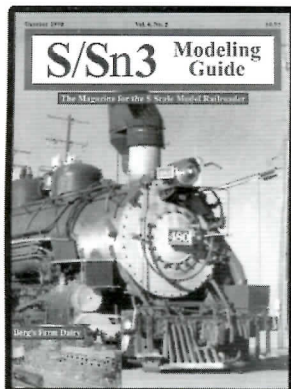
NASG CONVENTION '06

Just a note to let everyone know the Southeastern Michigan S Gaugers website has been completely reformatted. New information includes all details, forms and updates for the 2006 NASG National Convention, *The Southern Michigan Express*. Use URL www.smsgtrains.org for access. These pages will be updated in a timely manner as new information becomes available. Also, an expanded area labeled *Members Projects* will include *SMSG modeling* projects and many new layout photos.

- Dave Held

S-Tips

Quartering Drivers: Here is why it is called quartering. All steam engines (except those of the Pennsylvania Railroad) are set with the lead side on the engineer's side. Yes, that side is leading the other side by one quarter turn of the wheel, or 90 degrees. That's why it is called quartering. This works because there is 1 cylinder on either side of the engine and one of them is always on a power stroke (steam engines have no coasting strokes as in a four stroke automobile engine). Now as for the AF engines - yes, you can try to do this by eye, more like trial and



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error - mostly error. A Gilbert service station quartering tool or similar tool is really the best way to quarter these engines. Ron Levanton and Doug Peck sell these tools. If you plan on working on steam engines, buying these will pay off in the long run. Once the engines are quartered, the rest of the puzzle (rods and valve gear) will just about fall into place.

- Ron Inscho

Scale of Clapboard Siding: The question was ho to determine what size of size to use when the manufacturers of these products use as their descriptions - example: clapboard siding: .030, .040 etc. Get out the handy calculator. Divide any of the real inch numbers by 0.0156 (one S scale inch) to get a scale size. Example - 0.040" spacing is 0.040 divided by 0.0156 equals 2.56 scale inches. You can also go backwards to find what you need. For example, if the building calls for 6" clapboard, multiply 6 inches by 0.0156 to get about .100" spaced siding.

- Bill Wade

Russell M. Mobley Memorial Library Magazine Resources

3/16 "S"cale Railroading
Essence - the NMRA "S" SIG newsletter, 1985-1988
Mainline Modeler (1980-1997)
Model Railroader (1937-1961)
NASG Dispatch
S Gauge Herald
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S/Sn3 Modeling Guide
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Thanks to this month's donor:
Tom Krell

S-CALENDAR

Nov. 5th, 2005: 2nd annual Indianapolis S Show, Carmel Lions Clubhouse, 141 Main St., Carmel, IN. 10 a.m. - 3 p.m.. Adm. \$5.00. Dealer tables, clinics, popular vote contest, door prizes, operating layouts. Earlybird Friday night get-together. Charles Malinowski 317-566-1748 or bmry1905@yahoo.com

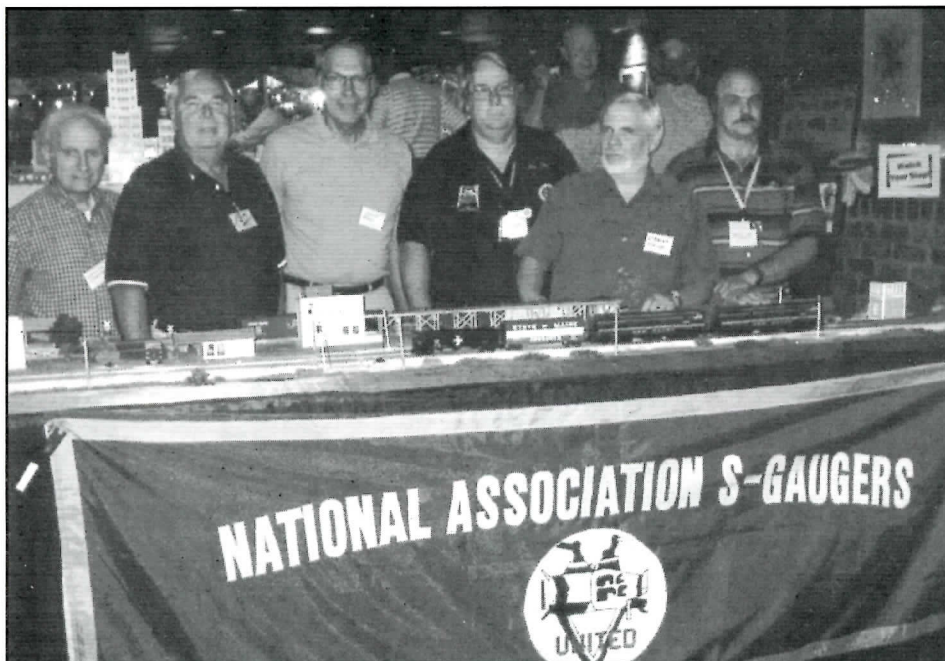
Nov. 18-20, 2005: Fall S Fest, Ramada Inn, South Beloit, WI (near Rockford, IL). Sponsored by State-Line S Gaugers. Hotel Res. (815) 389-3481, mention SLG for special rate. Info: dpippit@rockford.edu or www.s-fest.org.

Feb. 17-19, 2006: 21st Annual Sn3 Symposium, Sheraton Bellevue, Bellevue, WA. Jim Noonan, 6705 193rd St., SW, Lynnwood, WA 98036 - 425-778-6069.

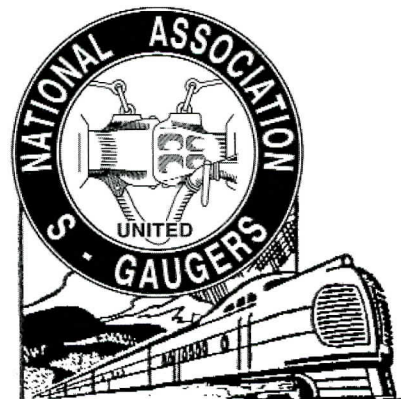
2006: Spring S Spree, Dates TBA-

Aug. 2-6, 2006: NASG Annual Convention, Southern Michigan Express, Pontiac, Michigan (northern Detroit area), Marriott at Centerpoint 800-579-8395. Info - Jerry Poniatowski 734-721-0772 or www.smsgtrains.org.

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



Some members of the Connecticut S Gaugers pose behind the NASG module at Altoona. Left to right - Dennis Caruso, bob Ritchie, David Pool, John Foley, Stan Stokrocki, Bill Mark III. American Models New Haven Trainmasters are being used as the motive power. Photo Dennis Caruso





NASG AT THE NATIONAL TRAIN SHOW in Cincinnati, Ohio - July 2005. John Foley (right), caters to the crowd. Below, Peg Hoffman explains the trains.



FROM JAY MELLON, CCSG (Formerly of New Orleans, LA)

I want to thank those who were (are) concerned about CCSG as a group and individuals. As far as I know, we are all O.K. As most of you already know, we evacuated to different parts of the country as "Katrina" (cat. 4 hurricane) approached New Orleans. I spent the month of September in Hot Springs Village, AR. We were occupied most of the time with change of addresses, insurance adjusters, etc. Many of us have been stationed at different locations because of work assignments and so, it may be hard to communicate with for a while.

I know that Allen Evans and Lee Sykes are temporarily located with the Navy in Memphis, TN. Art Weller is (was) working very hard to help bring an oil refinery back into service.

I think his home was O.K. Norman Maunz and Michael Bushnell were lucky and suffered no damage and are fine. I think Larry Janeski is temporarily stationed in Baton Rouge, LA (now the biggest city in the state). Mickey Guidroz did not live in a part of the state that had a major impact from the storm.

I am now temporarily stationed in Stoneville, MS. I have been spending much of my time trying to get work activity back to "normal". My house and probably my train stuff suffered catastrophic damage, but, hey, we all survived it...that's what counts. I plan to get into my house in a couple of weeks and see if anything is recoverable.

CCSG is spread around the Mid-south part of the country and it may be some time before we all get together again. I am now trying to survey the damage to the club display layout and see what it will take to re-build it. We will definitely be back, but it will take some time (a year or more). Thanks again for your concern. Hopefully, some of us will make it to the S convention (NASG) next year and we can all discuss it over a beer! Jeff Madden (Editor, Dispatch) has asked me to write up a little "blurb" about our experience with this disaster and I plan to do so in the next week or so. 'Til then.

— Jay Mellon
Coordinator, CCSG
Formerly of New Orleans, LA

CANADIAN NATIONAL RAILWAY PULLMAN PROJECT...WE'RE DONE!

The 23 unsold Canadian National Pullman cars have all been repainted, relettered, and restriped. They are ready for sale to those of you who still want them and have waited for the corrections to be made. In additions, these 23 cars have finishing features not found on the 77 sold cars: The belt-rail stripe has the correct one-inch black stripe above it, the top stripe has the correct one-inch black stripe beneath it, and the letters in "Canadian National" are outlined in

black.

There are three people whom I can't possibly thank enough for donating their time and expertise to stripe, letter, and overcoat these cars. Contest winners and published model railroad authors all, they are Andy Malette, Roger Nulton, and Stan Stokrocki.

Thanks also to American Models for repainting the correct green on the unsold cars; to John Foley for han-

dling all the shipping and reshipping, and packaging and shipping the remediation kits for the 77 sold cars; and to Andy Malette and Ron Bashista for agreeing to participate in our rebate program for repainting the sold cars.

These cars are available for the advertised price of \$65 plus shipping. See this issue's Pullman ad for further information.

— Dick Karnes

CORRECTION: The Provinces of Canada were inadvertently filtered from the information in the creation of the Membership Directory. The filter has been corrected and the corrected listing is printed below. I apologize for any inconvenience. —T. Charles Garman

Canada Members

Alberta (AL)			Innerkip		
Calgary	T2W 4Y2	Al Kielek	Kanata	N0J 1M0	Hank W. Duivenbode
Calgary	T3L 2A3	Robert B. Hadlow	London	K2W 1B8	Colin S. Lockie
Edmonton	T5R OC6	Hans J. Sturm	London	N5Z 1L4	Manfred Lesser
British Columbia (BC)			Niagara Falls	N6B 3A7	Joseph Swift
Knutsford	V0E 2A0	Robert C. Howlett	Ottawa	L2E 2N7	Scott J. Campbell
Vancouver	V5V 1W9	Frank N. Teoli	Picton	K1M 1X6	Alex Binkley
Nova Scotia (NS)			St Marys	KOK2TO	Gordon Duncan
Berwick	B0P 1E0	Robert H. Flieger	Toronto	N4X 1C8	Melvin G. Hazlewood
Halifax	B3H 2E8	Don Fay	Vanier	M4N 1A4	Ronald Springgay
St. John's	A1B 3B7	Gerald Pocius	Walkerton	K1L 7Z2	Charles Shrubsole
Ontario (ON)			Windsor	N0G2V0	Peter King
Aylmer	N5H 2X8	Neil Froese	Quebec (QC)	N9E 2J8	Ken Garber
Brantford	N3T 5L5	Oliver B. Clubine	Beaconsfield	H9W 2M8	Simon Parent
Cambridge	N3H 4R6	Hunterline	Montreal	H3J 2C9	Bruce M. Shore
Dundas	L9H-3C3	Bruce Papky	Montreal	H2E 2G8	Marcel Janelle
Etobicoke	M9B 558	Andrew C. Malette			

And on the Hurricane: Our hearts go out to everyone affected by Hurricane Katrina, many of which are our faithful customers, both in S and HO scales. We at Pine Canyon Scale Models have posted a link and phone number on our home page for those who would like to donate directly to the Red Cross. Also, from now until Sept. 16, 2005 Pine Canyon Scale Models will donate 20% of all purchases of available items to the Red Cross Hurricane Katrina Relief Fund. (outdated now but I wanted to mention the generous thoughts, ed.).

- Keith Blanchard

S Gaugers and Katrina and Rita: There was initial concern for some of the Crescent City S Gaugers, but via the internet I believe all were accounted for being safe and sound. These included Jay Mellon, Allen Evans, Norm Maunz, Larry Janeski, Mike Bushnell and Don Kniezan. There were others in Louisiana - not sure how they fared. As to everybody's equipment, that might be another story. Our S friends in Houston had a narrow miss. Bob Werre told of boxing up his brass, cutting some neighbors tree limbs (precautionary) and battening down the hatches. No damage though.

S at O meet: Hi all. Recently got a flyer for O Scale West 2006 that says it will include S scale next time. I hope a lot of S scale manufacturers and dealers can make the show. I'll be looking forward to seeing all that S has to offer. See insert in October issue. - ed.

- Dave Branum, Santa Cruz, Ca.

Internet Group Meets at Convention: We had our first "get together" meeting of Yahoo S Scale List at the NASG convention in Altoona this past summer. As the previous meeting ran late, we did not get started until nearly 11 p.m. We still had in attendance 38 members. Fifteen or possibly more gave up and went to bed. Ed

Loizeaux gave a great talk on his dealings with Andy Sperandio of Model Railroader Magazine regarding his recent article in Great Model Railroads 2005. Ed said, get some terrific images of your layout and mail them into Model Railroader. If they like what they see, they will come running to do their own setups and then ask you to send in a story. Then they'll ask for captions later.

Don Heimberger gave a nice talk on S gauge then and now. I had previously talked to Don about starting up an S Scale magazine. Don said it wouldn't work at this time because we scalers represent perhaps only 10-15 percent of S gauge. He said he tries to have at least that much percentage of scale material, often many times more, in the S Gaugian. We closed out the meeting with Stan Furmanak's Power Point "Speeder" presentation assisted by Speeder Club member Lee McCarty.

We also had a Q&A session. It was suggested that we continue the tradition of this meeting and that I continue to head it up. We adjourned around 15 minutes after midnight.

- Bill Fraley

4-8-4 Info: Here's what I got from American Models on the loco's (AM 4-8-4) wheels. I also asked what length turntable it requires. I haven't got the answer to that yet. AM's answer: All wheels are flanged on the tender HR and Scale (the inside ones move side to side to allow AF curves. The center (engine) drivers are blind on the HR models. The HR models will come with softer springs (in a baggie) so if one has 27" or larger radius track one can put those in (for the drive wheels) for more weight on the center and front drivers. The HR blind drivers cannot have weight on them as they will fall into the track and cause derailments, so they come with stiff springs ... Ron B

- Tom Hawley

Get Your Kicks on Route 66:

What I would like to see is a line of structures kits featuring Route 66 cafes, filling stations and motels. Some of the most weird, funky and downright hilarious stuff sprang up along the "Mother Road." Lionel offered a whole series of Route 66 stuff including a UFO café and flat cars lettered as Route 66 with cars from the '50s and '60s. Cool stuff. Of course, my era is circa 1930-1968 to cover the steam-diesel transition and also to catch the turbines. I always wanted the UFO café in S - perched on top would be little green persons, presumably from Mars.

- Roy Inman

Track Planning: The articles in the June *Dispatch* on track planning were great! Hope there will be more track planning articles in the future. Maybe some odd shaped or challenging spaces for layouts would be interesting. I would also like to see an article on building an S gauge helix.

- John Wickland

Road Names in Directory: The light bulb just went on. Why not have a section in the Directory where folks are grouped by favorite road name? Then, NASG members could easily check and see who else likes the NYC. Since the names are already sorted alphabetically by last name and by state/zip code, perhaps it would be an easy thing to sort by favorite road name. If cost were a factor, it would be easy to simply leave out the PRR guys.

- Ed Loizeaux *Of course, Ed is just kidding about the PRR guys - or is he? - See NASG News on page 4 for some fast action on this.*
- ed.



Jeff's Jct. cont. from page 5

ning, and very excited to see this or that train go. There is now a potential future population of S modelers in a hobby that has had an aging demographic across the scales for years.

4. Hi railers are building layouts. When S gauge was a scratch builder's scale, layouts were few and far between. The RTR trains and track have made it possible to build a high rail layout in a relatively short period of time. Plus, they operate with excellent reliability.

5. I saw women buying hi-rail trains, and while I didn't ask, it didn't look like they were buying for their husbands. Even if they were buying for their husbands, the hi-rail has made this hobby something women can more easily relate to. They can now see the trains go around more easily. There is not so much delayed gratification in S as there used to be. The women were watching the hi rail layouts operate, and were into it. In my opinion, this is a good thing.

6. Hi railers run trains. Their trains run constantly, reliably, and fast. While I am not that big a fan of fast, it is gratifying to see them go. Keep it up guys. If things don't work well, the hi railer won't buy it, and or support it. This creates a demand for robust, hearty, durable products.

The good news in all of this, is that this is a win-win for scale and hi-rail. The scalers get more models, and the hi railers get better models. In order to make the models appeal to both Hi rail and scale, the new offerings are, for the most part, highly accurate models of specific prototypes. While the hi-railer may not care that much about the accuracy, it is there non-the-less, and the only thing needed to move to scale are finer flanges and scale couplers. The new hi-rail track actually looks nearly as accurate as older HO SCALE trackwork looked. The rails are accurately formed, the ties are scale size and spacing, and only the turnouts are compromised to accommodate Hi-Rail flanges. After watching those things fly round the convention layouts with nary a derailment over the course of 4 days, I am not so sure the compromise is such a bad thing.

The dealer's room was interesting. While we have more quality products than ever, there was an aspect gone that I missed. In a subtle way, there was not the variety of shopping experience available that I have seen in the past. For one thing, American Models did not come. While I love the S Helper Service products, the floor was pretty much dominated by their products. Every dealer had S Helper Service products on their table, and they were all priced the same for the most part, and were new in the box. I didn't see the used bargains much at all. I don't know what has happened to the swap meet tables where people used to put out their old S gauge prizes for us to pick over. I loved to study these tables looking for some esoteric

bit or piece to generate a germ of a project. The Hi-Rail revolution has reduced the visibility of craftsman type products at the convention. There were certainly some, and nice ones at that. I was glad to see Frank Titman's complete line of buildings still being produced. The several lines of track that were there were gratifying, and the craftsman loco kits typified by Putt Trains re-introduction of the old Rex (or S&P) line of small locos, and the exquisite 4-6-2 produced by Andy Malette were a joy to see. Of course there was a wide range of beautiful brass models as well. I know that there are many, many structure kits that can be found online, but I missed seeing them in person at the convention. Maybe the convention planners can arrange some way to get some samples of their products on the floor next year. I also know from talking to several dealers of craftsman type products who did not bring their stuff to the show that they just wanted a year off. Some of the lack of craftsman product was simply the law of averages being worked out.

The contest room was not as well populated as I had expected either. While there were some exquisite models there, the numbers just were not as high as I have seen in the past. One would have to conclude that the hi-rail revolution of S has put more of our members into building layouts, and less into building models. Overall, I would have to say, that if this is the required trade-off, I will take the growth at the expense of being able to call ourselves the scratch-builder's scale.

I think I talked to most manufacturers in the dealer's room, and by-and-large was quite impressed with their enthusiasm for what they were doing, and their optimism for the future of S. It is not a secret, I suppose, that in the past S gatherings served as the turf for a fair amount of grouching about the lack of this or that, or this or that shortage of either products or customers. In fact, when I first began in S many, many years ago, there was a constant stream of complaining in the press about products that were promised and not delivered, or delivered poorly. This negativity was such a turnoff that I almost checked out of S 35 years ago. That negativity seems to be gone for good. I did not pick up on it if it is there. S gauge feels, and sounds healthier than it ever has. This convention was proof of that to me, and I am delighted I went. A huge thank you to the guys, and wives who helped put it on. My hat's off to you.

- Sam Powell

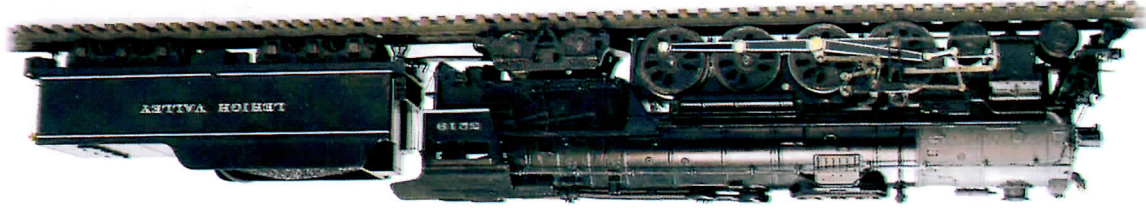


NEW-FROM AMERICAN MODELS

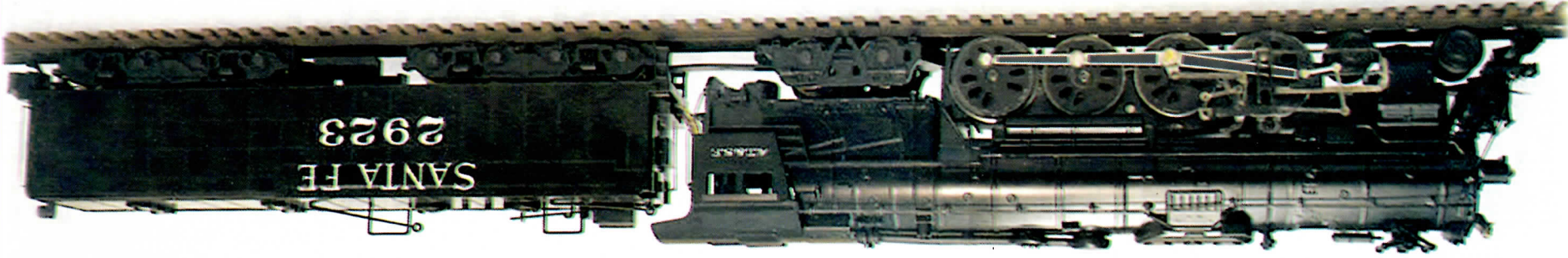
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