

February 2006

Volume XXX Number 1

\$4.95 U.S.



DISPATCH



**Preview of Upcoming
NASG Convention**

**Last Run - G. Claude Wade
NASG Loses its Founder**

**Track Planning in S
Part 2**

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

Need something different?

Switch to B.T.S. !



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.

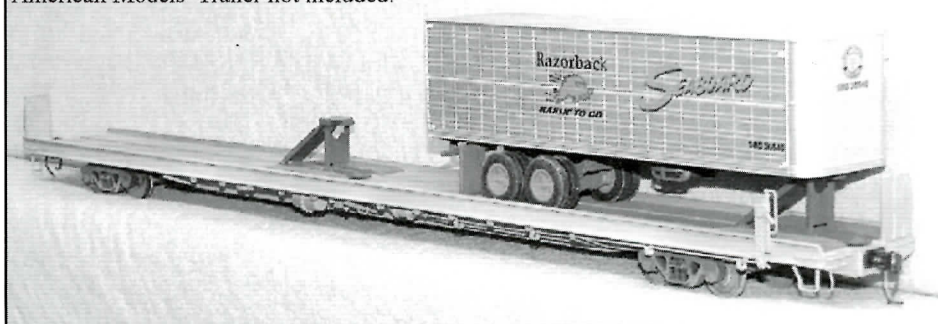
#09203 S Scale PRR F39 Piggyback Flat Car \$89.95

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!

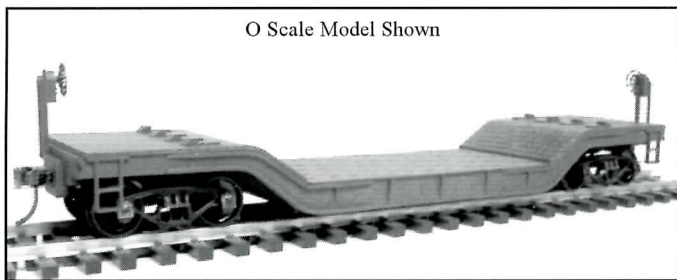
The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with strong ACC or epoxy. Due to its length, very wide curves are required. Kadee couplers, SHS roller-bearing trucks, American Models' trailers, and decals are not included. The car is designed to use the American Models' 40' trailers - SHS 35' trailer shown in the photo.

American Models' Trailer not included.



#09200 S Scale F89 Piggyback Flat Car \$99.95

O Scale Model Shown

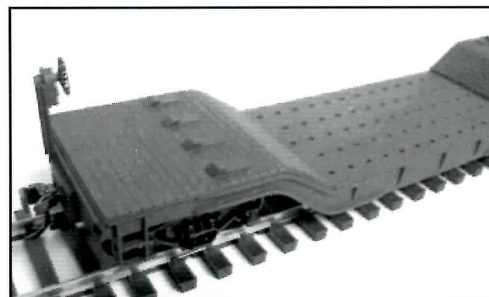


Depressed-Center Flatcar

Designed to carry heavy and/or tall loads, the 40', 90-ton depressed-center flatcar is a unique car that will attract attention. It can be used in mainline freight service or as part of a work train with a piece of heavy equipment on top.

The unpainted kit consists of high-quality, no-odor urethane castings for the body, S-Helper trucks, and brass brake components under both ends of the car. Less decals and couplers.

#09209 S Scale Depressed-Center Flatcar Kit \$ 59.95



B.T.S.
Better Than Scratch!

P O Box 856
Elkins, WV 26241
Phone: 304-637-4510
Fax: 304-637-4506

Web: www.btsrr.com
E-Mail: bill@btsrr.com
Full Catalog - \$5.00

Celebrating over 26 Years of Service since 1979

NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
262-968-3729

nasgdispatch@hotmail.com

Membership year is determined by the date you sign up guaranteeing 6 issues starting with the next issue after signup. All applications, renewals and membership questions should be directed to:

TEMPORARILY!!
NASG Treasurer,
Michael Shea, 488 Stonewood Ave.,
Rochester, NY 14616 -3623
Phone: 585-865-4978
email: mikeshea@frontiernet.net

Reproduction in whole or in part is prohibited without permission of the NASG, Inc.

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: One of the premier layouts on tour at the NASG convention will be Brooks Stovers' BC&G. This scene shows the Elk River Coal & Lumber branchline. Photo by Jeff Madden

ORDER BOARD

Volume XXX Number 1

Feb., 2006



Officers and Chairmen, NASG News,	4
Jeff's Junction and Railmail	5
New Products Report	6
Preview of Southern Michigan Express	8-12
Clearing House Ad	13
Last Run - G. Claud Wade	14
Track Planning Part II	Jeff Madden 17-20
Pullman Ad	22
Club Sandwich	Dave Pool 23-27
Extra Board, S Calendar	28-29

NASG Website: <http://www.nasg.org>
NASG Website Director Michael Greene: mgreene@cedarlane.com

STAFF

Jeff Madden -----Editor
Terry Madden -----Graphics Editor
Kent Singer -----Contributing Editor
Jeff Madden -----New Products Editor
David Pool -----Club Editor
Ted Larson -----Module Corner
David Heine -----Narrow Gauge Editor
Bob Werre -----Staff Photographer
Jeff Madden -----Advertising Manager
Bob Jackson -----Editor Emeritus
David Dewey -----Amer. Flyer Editor
Bill Fraley -----Contributing Editor..

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

NOTICE TO READERS: All warranties and claims made by advertisers in the **DISPATCH** are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material which it feels is not reputable. The selection and/or use of the products or services and the application or results obtained from these advertisers is the sole responsibility of the reader.

ADVERTISING RATES: Inquire regarding B&W or color rates. For additional information, contact the NASG DISPATCH Advertising Manager.

THE NASG OFFICERS AND COMMITTEE CHAIRMEN

Who and where they are:

OFFICERS

President Sam McCoy
4343 N. Neva,
Norridge, IL 60706
708-457-0898
samuel.j.mccoy@mindspring.com

Executive Vice President Dick Karnes
4323 86th Ave. SE,
Mercer Island, WA 98040
206-232-7281
karnesrn@earthlink.net

Secretary Michael Greene
167 Westford St.,
Dunstable, MA 01827
978-649-7010
mgreene@cedarlane.com

Treasurer Mike Shea
488 Stonewood Ave.,
Rochester, NY 14616
585-865-4978
mikes@servtech.com

Eastern Vice President William Fuhrman
174 Lakes Rd.,
Bethlehem, CT 06751
203-266-7935
cbrf@snet.net

Central Vice President Walt Jopke
6611 Countryside Dr.,
Eden Prairie, MN 55346
612-934-9183
jopke@vic.com

Western Vice President Gerry Evans
3350 S. Justin,
Flagstaff, AZ 86001
928-214-9054
bestofshow@flaglink.com

COMMITTEE CHAIRMEN

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

Promotions Chairman John Foley
164 W. Railroad St.,
Pottsville, PA 17901
570-622-3413
mr-s-1@verizon.net

Promotions Tom Robinson - hi-rail
65 Gooseberry Ln.,
Dahlonaga, GA 30533
706-867-8038
tomrsgauge@alltel.net

Engineering Bob Sherwood
2837 Olive Drive,
Cheyenne, WY 82001
307-638-2918
softmoods@vcn.com

Lionel/NASG Car Project Doug Peck
6 Storeybrooke Dr.,
Newburyport, MA 01950
978-465-8798
doug@portlines.com

NASG Special Projects Committee Alan Evans
P.O. Box 30345,
Gahanna, OH 43230
614-471-7277
Fax: 614-471-3337
rockyfork@worldnet.att.net

NASG Clearinghouse William Mark, Jr.
438 Rossway Rd.,
Pleasant Valley, NY 12569
914-635-8553

NASG track gauges, coupler height gauges, patches, shirts, hats and pins.

Contest Chairman Jim Whipple
1719 Middle Rd.,
Glenshaw, PA 15116
412-487-3364

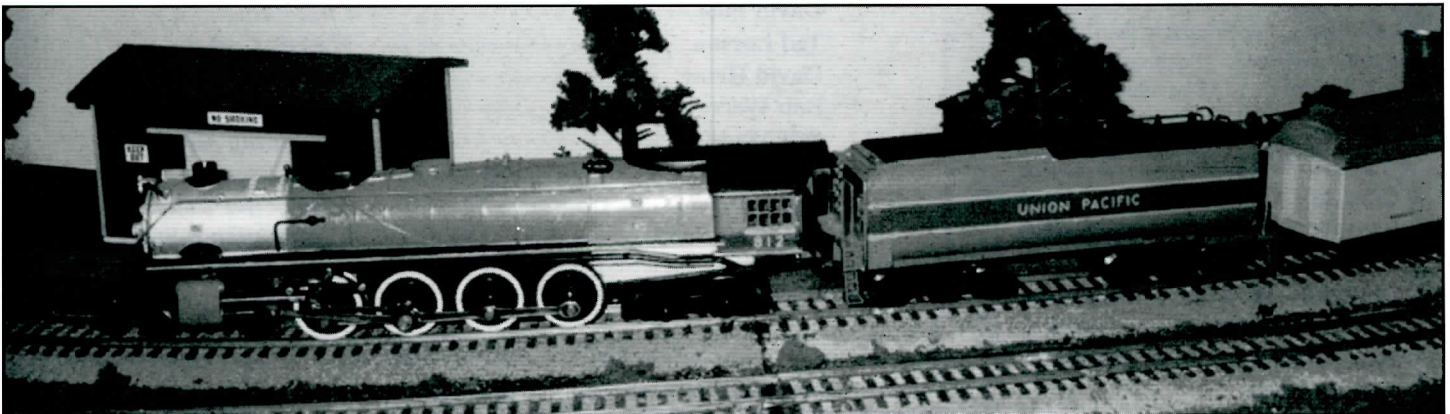
Election Chairman Jamie Bothwell
1422 W. North St.,
Bethlehem, PA 18018
610-868-7180
jamie.bothwell@verizon.net

Convention Committee Chairman Lee Johnson
2472 Lariat Ln.,
Walnut Creek, CA 94596
925-943-1590
leemax@jps.net

Membership Mike Shea (Treasurer)
488 Stonewood Ave.,
Rochester, NY 14616
585-865-4978
mikeshea@frontiernet.net

NASG Librarian, S-Mod Info Dick Karnes
4323 86th Ave. SE,
Mercer Island, WA 98040
nasglibrary@earthlink.net

NASG Webmaster Michael Greene (Secretary)
mgreene@cedarlane.com
http://www.nasg.org



No, this isn't Lionel AF's new Northern, it's owner, Don Goeke of the Badgerland S Gaugers, had it custom painted. The "Greyhound" paint scheme was done by Ernie and Ernest Mennecke. In addition they added number boards, flywheel can motor and electronic E unit. Not bad eh?

Photo by Jeff Madden

RAIL MAIL

Long Passenger Cars: I've kind of ducked this one, but as a died in the wool passenger train geek, It has been hard. In several publications there are discussions of many prototype railroad named trains (Nancy Hanks, Pony Express, Choctaw Rocket, etc.) that were 3 to 5 cars in length. That's equal to about a dozen 40'

boxcars. Lots of trains and terminals you can model - even when the inclination is to model the Pennsy mainline from say, New York to Chicago! I think Linn Westcott dubbed it selective compression. Also, I dug out my venerable *Track Handbook* (written by the late Paul Mallery in 1977) and noted that NMRA's "Curvature and Rolling Stock Standard" lists 43.5" as minimum radius in S scale for "All cars to 80' long with diaphragms." To encompass "All passenger

Continued on page 30

Jeff's Junction



Permanent S Clubs...

The question is - are there any permanent S club layouts in existence in the U.S. or Canada?

Over the years I've visited many permanent site O and HO layouts - never one S! In the early days of the hobby one-location clubs were what was done in order to build a big layout, especially for O, where members could meet at a central location and share their skills. Also by having a central location clubs could hold public open houses to show off their efforts and do a little fund raising at the same time.

The very first scale model layout I saw as a youngster in 1956 was the large 50' x 60' O scale Detroit Union layout that was housed in a railroad freight station in downtown Detroit not far from the old Fort Street Station. That club still exists and has a permanent layout in an old theater in Holly, Michigan, - it was on the tour of the last NASG convention in 1996 and will be again this year. As I recall the earlier layout it was in a barn-like room in the old freight house, had lots hand-laid track, and had little scenery. Still, I was impressed with this and the idea of point-to-point operation. I was 13 at the time, and I think I picked up a flyer at Star Hobbies in Dearborn where I lived at the time. In between this layout and the Holly one the club had a long stand with a fairly complete layout at the Michigan State Fairgrounds.

Over the years I've belonged to a home-based HO club in Michigan, and while residing in West Virginia I belonged to 2 clubs that had both HO and O scale layouts. I worked and operated on both but mostly on the HO ones.

In the history of S I can only recall one scale layout being a club operation - and that being the East Bay

Club in the Frisco area. It was a multi-scale layout with the late Henry Sprague heading up the S scale - I think it's still there. There may have been some AF club layouts that existed, but I'm not aware of any. I'm not including display type layouts like the one at the TCA museum or those at tourist attractions in this discussion. Nor am I talking about round robin clubs.

So why haven't there been any clubs with a permanent setup - especially scale or hi-rail? Well, probably because S came later to the table, there were less S modelers concentrated in one area and overall S equipment was not available in abundance. Even when S began to blossom a bit in the '60s and '70s, the club trends had drifted to round robin or modular. The modular trend probably superseded the idea of having a single location and permanent layout for several reasons. It's a lot less expensive to store modules in members' homes than pay rent for a permanent location. Venues for displaying layouts to the public increased dramatically in the last several decades with the proliferation of train meets and conventions. To boot cheaper leases for spaces were becoming scarce because of increased rents and the fact that lease-friendly railroads had fewer structures around.

So there are the probable reasons why there aren't any permanent S club layouts. Is this a problem? No, not really. Modular and portable layouts save any club on-going rent and maintenance. Modular layouts are able to be displayed anywhere and anytime, thus being much more flexible in reaching the mass of modelers who attend shows, etc.

It would be nice though to see a few permanent S club layouts pop up around the country. Why so? Here's a few reasons:

1. different style layouts can be built - other than just looping ovals.
2. You can make group operation much more feasible.
3. Scenery can be highly detailed since it won't take the beating that portable layouts do.
4. Members can have a single location to meet and

continued on page 21

NEW PRODUCTS REPORT

By Jeff Madden

DES PLAINES HOBBIES (1468 Lee Street, Des Plaines, IL 60018 - 847-297-2118) has purchased Microscale Industries S scale decal inventory to be combined with the Des Plaines existing decal line. Microscale has agreed to print new decals for Des Plaines so there will be all new decals produced to enlarge the line.

LIONEL LLC (your local dealer or www.Lioneltrains.com). The 2006 Volume I catalog showed up and lots of S is promised for the 60th anniversary of AF. First off, it looks like the heavyweight passenger cars will finally be making their way back into the lineup. Two passenger sets are the Alton Limited with a new Pacific and 4 heavyweights and the same cars sold as a 4-car set in UP livery. The cars will include a combo, coach, diner and obs. For the UP set you can also purchase a 2-pack that includes a baggage and a Pullman. The Alton set is painted in Maroon and red and with a USRA Pacific lists for \$529.99. The UP 4-set of cars retails for \$264.99, and the 2-pack lists for \$139.99. The passenger cars will feature die-cast trucks, metal frame, window silhouettes and lighted interiors with an on-off switch.

Three new cabooses include the USRA type in Erie and Western Maryland and the wide-vision one in Burlington silver - \$54.99 each. The Baldwin switcher will come in WM fireball scheme to match the caboose for \$264.99. A Burlington scheme will be available on the SD9 for \$274.99. The Dockside reappears in two new schemes - Bethlehem Steel and NYC for \$109.99 each.

New as a separate item is the USRA Pacific in an Erie paint scheme for \$649.99. Basically,

Lionel has dropped a 4-6-2 mechanism under the 2-8-2 boiler - but that's what the prototype did too. The 2-8-2 will be offered in Pennsylvania lettering for the same price. And yes, the Pennsy did have a USRA 2-8-2.

For \$54.99 each you can pick up some new schemes on the basic freight car line including a red Burlington boxcar, AF 60th anniversary blue boxcar, Jack Frost chemical car, UP 3-dome tank car, Supplee milk tank flatcar, WM girder flat, DMIR pipe gondola, CP 2-bay hopper, FGE reefer. For \$59.99 list the depressed center flat with cable reel is offered in Alaska Railroad.

In the operating category is a first-time reissue is the Tie Car for \$69.99. An operating Santa Fe caboose with moving brakeman is listed for \$79.99. Other operating cars include a PRR log dump car, a GN walking brakeman car, a Bethlehem steel depressed center flat with searchlight and a NYC coal dump car - each lists for \$79.99.

And finally, the #594 Animated Track Gang is a possible re-release at \$99.99.

MICROTECH SCALE MODELS (www.microtechscalemodels.com) is bringing out an S scale model of the Hermosa Beach Depot.

RIVER RAISIN (www.riverraisinmodels.com) has announced the next S scale project which will be the Baldwin RF-16 "Shark Nose" cab and booster unit freight diesels. These models will come DCC ready with correct "as-built" details for their three owners: Baltimore & Ohio, Pennsylvania and NYC. Additionally, the mod-

els will be offered painted and lettered with appropriate prototype road numbers in the following paint schemes: PRR Brunswick Green (5-stripe), NYC freight Lightning Stripes and B&O blue and gray. The models will be hand-crafted in Korea by Boo-Rim Precision, manufacturer of some of the finest running and exceptionally detailed brass models in the world.

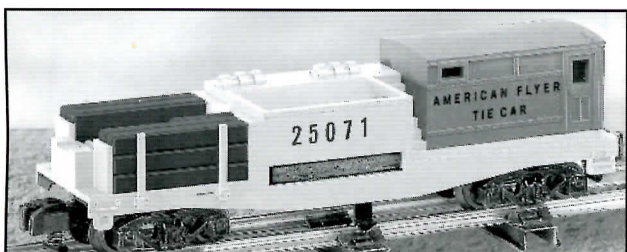
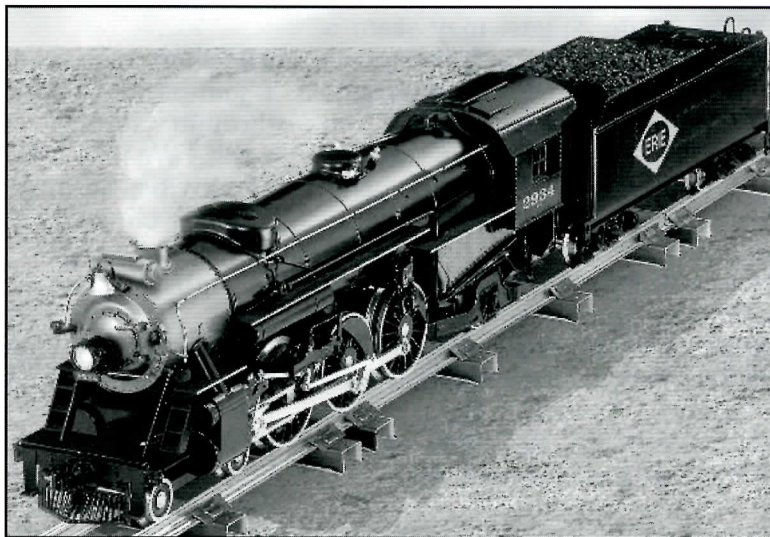
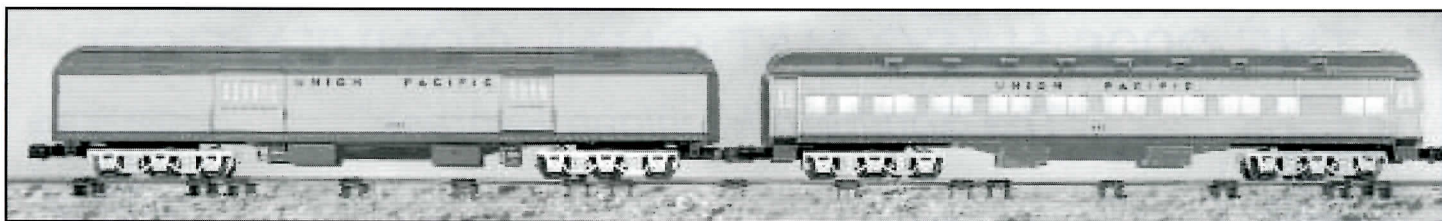
RUSTY STUMPS

SCALE MODELS (www.rustystumps.com - 317-595-9489) has some S scale details you might be interested in. They offer sheets of pre-colored, self-adhesive 3-tab asphalt shingles. A pack is \$3.95. They also produce 6' and 8' wooden style security fences. Each sheet has 4 fences 39' long. \$8.95 each.

WILLOW ASSOCIATES (4061 Glendenning Rd., Downers Grove, IL 60515 - 630-969-1982) has some S reference publications updated for 2006. *The S Scale Manufacturer and Product Directories 2005* now has websites and emails of over 200 S manufacturers. The 16 page booklet is \$2.50 ppd. Also available is a 2-sided brochure called *S Scale - The Ideal Size* for 75 cents each ppd. This brochure is kind of a basic history of S. New this year is *S Scale...Enjoy Model Railroading Your Way*. This is a 4-page brochure defines all the aspects of model railroading in S. 75 cents each ppd.



www.nasg.org



Here are some highlights of the Lionel AF 2006 line just announced: Clockwise: WM Baldwin switcher, tie car, 60th anniversary boxcar, 2 of the 6 new heavyweight passenger cars, the new Pacific and the Animated Track Gang accessory.

Microtech Scale Models will be offering this west coast prototype station at Hermosa Beach.



THE 2006 NASG NATIONAL CONVENTION

"The Southern Michigan Express"



While August may seem a long way off, for members of the Southeastern Michigan S Gaugers ('SMSG') the dates August 2 - 6, 2006 are fast approaching. The SMSG members eagerly look forward to hosting the NASG 2006 convention, 'The Southern Michigan Express' and to welcoming you to southeast Michigan. This convention will be SMSG's third, as the club has previously hosted the 1996 (Dearborn) and the 1986 (Novi) NASG national conventions.

Our convention hotel will be the beautiful Marriott Centerpoint in Pontiac, Michigan, a northern suburb of Detroit. Conveniently located near several local points of interest, restaurants and shops, the hotel sits adjacent to the Canadian National mainline between Detroit and points north and west. It is easily accessible from the Interstate 75 freeway. SMSG has secured a very favorable convention room rate of \$89/night from Marriott. Call 1-800-579-8395 for reservations and ask for the "NASG rate" (available Wednesday, August 2 through Saturday, August 5, 2006).

The event plan for the convention is jam-packed, running Wednesday through Sunday of convention week. We plan a full complement of activities at the hotel, including multiple clinics, a model contest, an auction, dealer halls, a hospitality suite, spouses' program, visiting layout displays, the NASG Business Meeting and annual banquet. In addition to the hotel-based activities, the convention events away from the hotel include a Welcome Reception, layout tours, rail and non-rail tours, and spouses' activities.

TOURS

The convention kickoff event, included with your basic registration fee, is a Wednesday evening Welcome Reception at the American Models facility in South Lyon, Michigan. Buses will transport us from the hotel to South Lyon and back. Although much of the AM product line is produced elsewhere, owner Ron Bashista plans

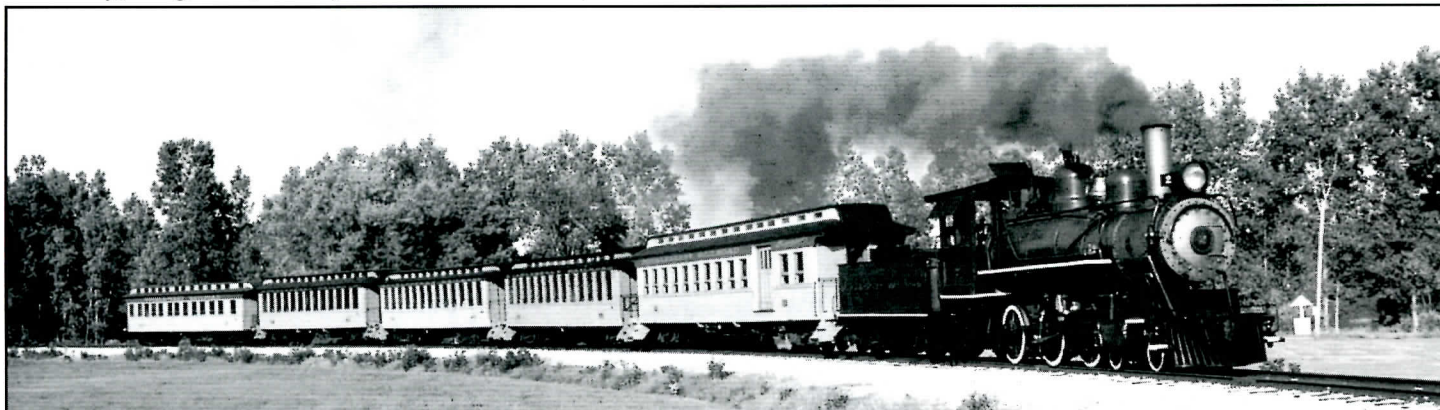
to show us his test area, repair and servicing area, and the warehousing and shipping areas. During our visit we will also enjoy refreshments on the lawn outside the facility. (Note that all our tours



The Durand Union Station, built in the 1870's, sits at the junction of the former Ann Arbor and Grand Trunk mainlines. We will visit the depot and museum on our all-day Friday tour.

feature comfortable, air conditioned coaches.)

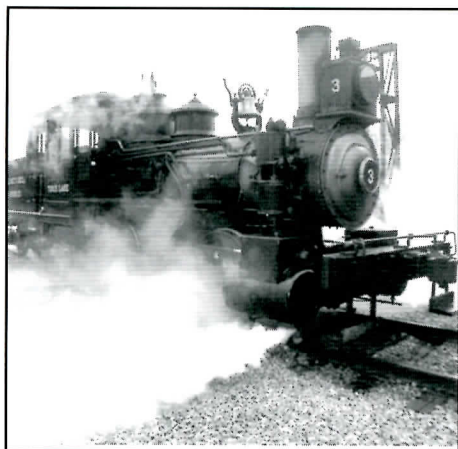
We also offer you an excellent variety of extra-fare tours. On Thursday, attendees may choose from two all-day tours. The first of these is to the Henry Ford com-



The narrow-gauge steam train at the Huckleberry Railroad which, together with Crossroads Village, is a Thursday tour. [Huckleberry]

plex, where you will have the option of visiting either Greenfield Village or the Henry Ford Museum, followed by a new side tour of the Rouge Plant, where the Ford F150 truck is assembled. The second Thursday tour is a repeat of 1996's popular Huckleberry Railroad and Crossroads Village near Flint, a family-oriented theme park featuring rides on authentic narrow-gauge railroad equipment as well as a replica steamboat. This tour will finish with stops at two of our members' layouts.

On Friday, you will have three tour choices: an all-day rail tour, an afternoon rail tour, and an afternoon non-rail tour. Our premier event is an all-day tour to the Durand Union Station and Museum and to the Steam Railroading Institute (SRI) in Owosso. The historic Durand Union Station was built in the



The Torch Lake, one of the historic steamers that takes Greenfield Village visitors on a pleasant ride around the perimeter of the property. [Greenfield Village]

1870's and was a busy depot in its heyday, as trains of the Grand Trunk and the Ann Arbor Railroads pounded across the four diamonds. A museum and a large model railroad are now housed in the building. We will then continue to Owosso and to the Steam Railroading Institute. The SRI is a non-profit organization dedicated to educating the public about



One of the oldest railroad displays at Greenfield Village is still there. This is the Smith Creek Depot that was once located at Port Huron, Michigan. It was here that Thomas A. Edison was ejected from a Grand Trunk train after starting a fire in a baggage car - experimenting with chemicals.

steam-era railroading technology and its impact on the culture and economy of the Great Lakes region. The featured attraction is the massive Pere Marquette 1225, a Berkshire-class (2-8-4) steam locomotive. The 1225, built in 1941 by Lima, is among the largest operating locomotives today at 400 tons and more than 100 feet long. Video, stills, and drawings of the 1225 were used to create the computer graphics for Warner Brothers' 2004 movie *The Polar Express*. A newly acquired 2-8-0 steam locomotive, an operating turntable, and a museum are part of the attractions on the SRI grounds. We will offer a light lunch while at SRI. On our way back to the hotel, we will stop at the large O scale layout of the Detroit Model Railroad Club in Holly, located in a former movie theatre.

For the second Friday tour, the SMSG has planned an afternoon-only trip to Metamora, where we'll start with lunch at a charming country restaurant. Then we'll head out to visit the adjacent properties owned by Bill and Gisela Hays and Ken Stemen. On a combined 35 acres, these railroad enthusiasts have constructed a 1/8 scale outdoor railroad that features a roundhouse, an operating turntable, car barns, a coal tipple,

electrically-powered turnouts and signals. Enjoy a ride on the rolling stock, where a complete tour of the main lines and branch line takes nearly an hour.

Our third tour choice for Friday will appeal to the non-rail set. Enjoy a shopping excursion to Olde World Canterbury Village, reminiscent of an old English town, and to the large Great Lakes Crossing, one of the newest shopping venues in the Detroit area. On Saturday, buses will run continuously from the hotel to the nearby Somerset Collection, a large group of high-end stores in Troy.

LAYOUTS

For those arriving early, your layout experience can begin Wednesday afternoon with an open house at the home of Dave Held in Imlay City. Dave has constructed a stunning S scale layout modeling several southern Michigan locations. With DCC control, code 100 rail and beautiful transition-era equipment, Dave's Port Huron and Northern is well worth the trip. Transportation is on your own, so please contact us for directions. In addition, several other SMSG members and nearby clubs will open their homes or club facilities for organized tours on Thursday night, Friday night, and Saturday

morning. As with our other tours, we will be using full-sized, air-conditioned buses for these extra-fare layout tours. Many of these layouts will also be open for self-guided visits during the week, especially on Sunday. Planned layout tours include at least the following:

- The S Scale layouts of Jim DeWitt, Gaylord Gill, and Dave Held. Jim and Dave run Sn3 as well as standard gauge.

- The S Hi-rail layouts of Brooks Stover, Tom Hess, Earl Carlsen, Dave Campbell and Bob Pardington.

- Club layouts in O (Detroit Model Railroad Club) and HO (South Oakland County Model Railroad Club)

- Paul Gribbell's privately-owned O Scale Chi-Town Union Station, nearly 5000 sq ft.

It is possible that a few additional layouts also may become available for tours by the time of the convention.

CLINICS

The clinic program is still evolving, but we have had preliminary discussions with presenters on the topics indicated, and anticipate offering about 15 different clinics. At this time, a sample (but not all-



Dave Held's Port Huron & Northern features S Scale and Sn3 lines and is based on the railroads of Michigan's Thumb region.

inclusive) list of clinics includes:

- *Digital Photography*, by Bob Werre.

- *Care and Cleaning of American Flyer* by John Heck. A 'live repair' may be performed. Attendees who have problematic AF locos or cars may contact John ahead of time and describe the problem. If John says "that's a good one, bring it," he will attempt to fix it as part of the clinic.

- *Layout Design* by Sam Powell. Sam will relate what he learned from his previous layouts that

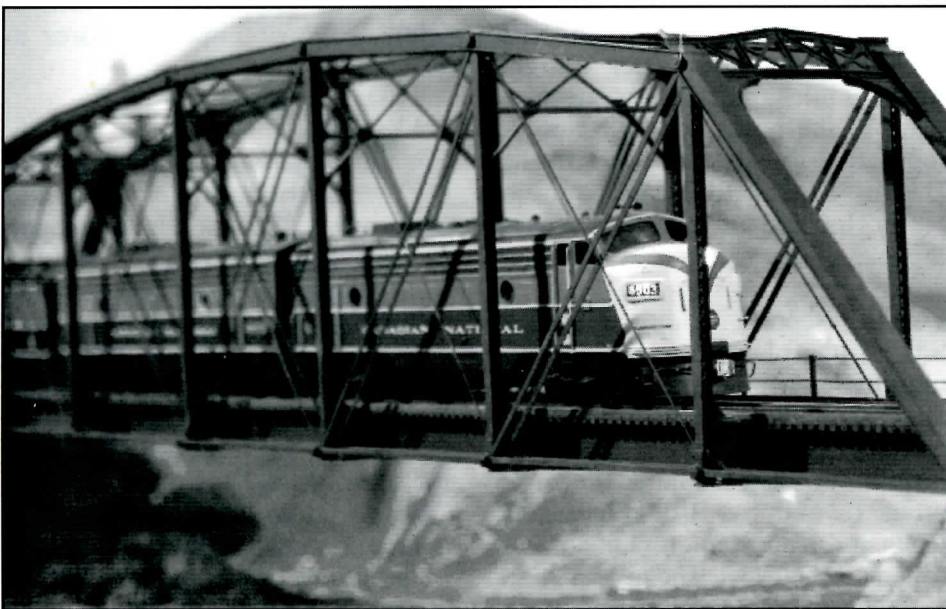
helped him in designing his new Penn Creek Valley layout.

- *The Mackinac Straits Carfloat Operation*, by Jamie Bothwell

- *Look and Feel Modeling*, by Ed Loizeaux. Ed shows how he avoids authentic replication of the prototype (i.e., scratchbuilding everything) yet achieves a reasonable facsimile of the NYC via kit-bashing and other shortcuts.

- *One Hundred Years of American Flyer*, by Andy Jugle

- *Passenger Train Operation, Extend Your Operating Possibilities* by Roger Parry.



The CN passenger crosses the gulch and the narrow gauge line below at Dave Held's Port Huron & Northern, which may be seen at Wednesday's open house, Thursday's tour, or on Sunday.

We also will offer a special Brass Soldering Clinic led by Andy Malette. This will be a hands-on session in which you will make a Semaphore and stand. Parts include the base, mechanism box, mast, ladder, top, the semaphore and lenses. If you wish to attend, you must register and purchase the kit package for \$30. Seating will be limited and advance registration is required. You will need to bring the following tools/supplies to this clinic: a 30-35 watt pencil type soldering iron with stand; small needle nose pliers with smooth jaws; small side cutters with hardened jaws; small modeler's files including a flat, half round and "V"; resin soldering paste; fine soldering wire; no. 74/75 drill and pin

wise (or whatever you use) and fine wet/dry sandpaper. Also bring an extension cord!

CONVENTION CAR

The Southern Michigan Express Convention Car is a Pere Marquette gondola built for us by American Models. It is equipped with hi-rail wheel sets and Flyer-compatible couplers, with scale wheel sets available upon request. It comes in three different road numbers, and with a steel coil load and insert. It is a model of a "Greenville" gondola built in 1944 by the Greenville Steel Car Company, with Westinghouse air brakes, Miner draft gear, and Dreadnaught drop ends. The prototype was part of PM's last order of gondolas from Greenville, and was two feet longer than the earlier designs.

SPOUSES' PROGRAM

In addition to the various rail and non-rail tours, we will be offering activities and workshops for the spouses attending the convention, including some 'hands-on' make-and-take projects such as jewelry making, decoupage, or other crafting. A small fee may be charged for the workshops to cover the cost of materials. We will have more details on the exact projects at a later date.

OTHER ATTRACTIONS

While SMSG has worked to provide a convention plan with many activities, convention goers wanting to do other things will find much awaiting them. The nearby area offers a multitude of dining, shopping, and sightseeing activities as well as theaters and galleries. The nearby suburbs of Birmingham, Royal Oak, Rochester and Troy feature many fine restaurants and shops. Nearby sightseeing attractions include the Walter P. Chrysler automotive museum in Auburn Hills, the Cranbrook Educational Community in Bloomfield Hills (featuring an art museum, Cranbrook House and Gardens,

and the Institute of Science), the DTE Music Theatre in Clarkston and the Meadowbrook Music Festival in Rochester Hills (summer home of the Detroit Symphony), the Detroit Zoo in Royal Oak, and Meadowbrook Hall, the Matilda Dodge Wilson mansion, which will host the Concours d'Elegance (a national classic auto exhibition). In addition, the Lionel Visitor's Center in Chesterfield Township, the Michigan Transit Museum in Mt. Clemens, and the Coe Rail Family Train in Walled Lake are within a half-hour's drive of the hotel.

Our registration form and car order form are included in this issue. For additional information, visit our web site (see below) or contact Jerry Poniatowski, our registration chairman at the address below. Note that registering before April 1 gets you the best pricing.

We hope that you will take this opportunity to join us, to renew old friendships and make new ones, and to generally have a wonderful time in southeast Michigan this August. SEE YOU IN PONTIAC!

Registration Information

Jerry Poniatowski

3240 Elizabeth

Wayne, MI 48184

(734) 721-0772

For additional information, visit the following web sites:

- General convention info, including hotel

www.smsgtrains.org

- Steam Railroading Institute

www.mstrp.com

- Durand Union Station

durandstation.org

- Huckleberry Railroad & Crossroads Village www.geneseecountyparks.org/huckleberry_railroad.htm

- The Henry Ford (Greenfield Village and HF Museum)

www.hfmvgv.org

- Detroit Model Railroad Club

www.dmrcc.org

- South Oakland County Model Railroad Club

soc_mrrc.tripod.com

- Michigan Transit Museum

www.michigantransitmuseum.org

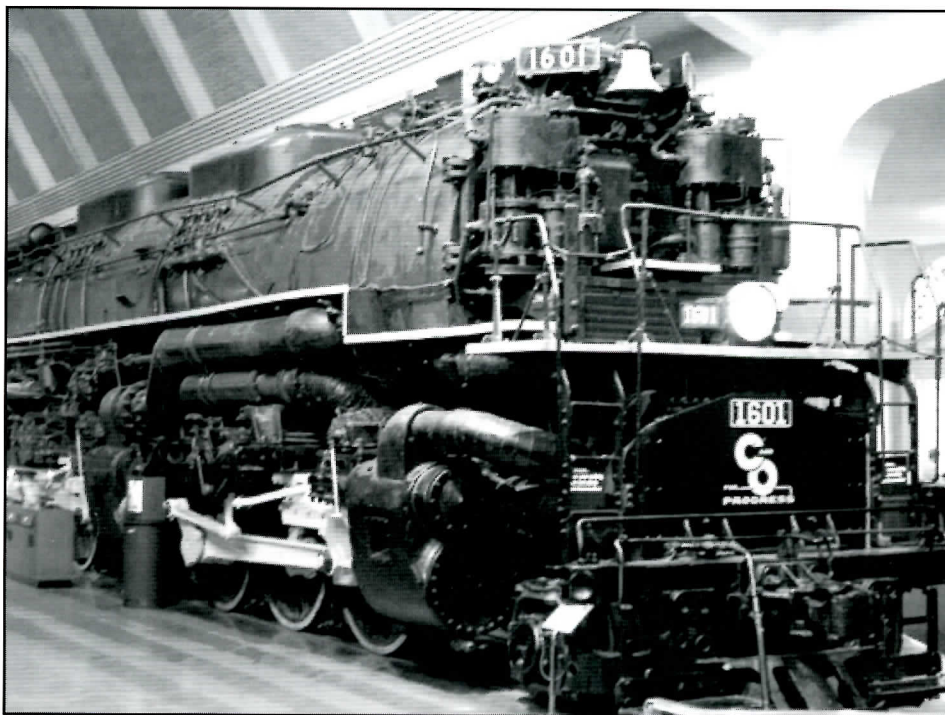
- Coe Rail Family Train

www.michiganstarclipper.com/sce nictr.html

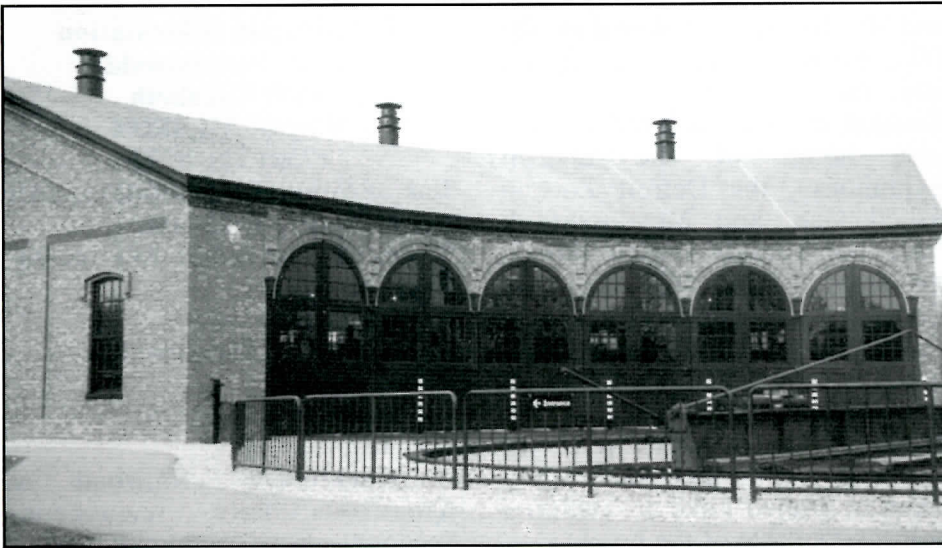
- Lionel Visitor's Center

www.lionel.com

SOUTHERN MICHIGAN



The massive 2-6-6-6 C&O Allegheny, one of the largest steam engines ever built, is part of the collection at the Henry Ford Museum. [HFMuseum]



Part of the Greenfield Village Museum complex is this complete round-house and turntable. S gauger Bob Ristow actually works here and oversees the railroad program. This re-created site, a steam train and other railroad displays will be available to see on one of the tours.

Photo Jeff Madden



EXPRESS OFF-SITE EVENT SCHEDULE:

Wednesday, August 2, 2006: 12-5 pm - Dave Held's Open House, Imlay City 6 & 6:30 pm - Buses to Welcome Reception at American Models (return 11&11:30 pm)

Thursday, August 3, 2006: 9 am - Buses to The Henry Ford (Greenfield Village, Museum, F150 Rouge Plant), return 6:15 pm. 9 am - Buses to Huckleberry RR and Crossroads Village, plus 2 layout tours, return 6 pm. 7 pm - Buses to evening layout tours, return 11:30 pm.

Friday, August 4, 2006: 8:30 am - Buses to Durand Union Station, Owosso Steam Railroading Institute, and Detroit Model RR Club in Holly, return 6 pm. 11:15 am - Bus to Metamora and 1/8 scale outdoor railroad, return 6 pm. 12:30 pm - Bus to Olde World Canterbury Village and Great Lakes Crossing, return 6 pm. 7:00 pm - Bus to evening layout tour, return 11 pm.

Saturday, August 5, 2006: 8:00 am - Bus to layout tours, returns 12:30 pm. 10 am - Bus to the Somerset Collection, continuous run to 4 pm

Sunday, August 6, 2006: Self-guided layout tours.

WWW.NASG.ORG



2006 NASG CONVENTION CAR Pere Marquette Gondola w/ Steel Coil Load

Loads not shown in photo

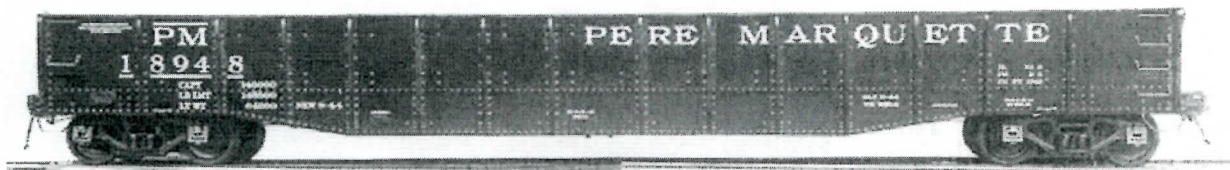


photo of prototype car

NASG CLEARINGHOUSE

CURRENTLY AVAILABLE ITEMS

New Tee Shirts and Hats in stock! Make checks or money orders payable to "NASG INC.". Please include 15% of total order for shipping and send to: William Mark, Jr., c/o NASG Clearinghouse, 438 Rossway Road, Pleasant Valley, NY 12569. Thank you.

NASG TEE SHIRTS - Ash Color w/Blue Logo.

NASG GOLF SHIRTS - Dark Blue w/pocket as available. **Adult Sizes Only.**

NASG COUPLER HEIGHT GAUGE - These were made for us by American Models. They are injection molded in bright red ABS plastic. Comes complete with a Kadee® coupler and a mounting screw. Made to the 17/32" center line coupler height.

NEW ITEM: Now - The KD #802 version is also available.

NASG S-3, S-4 TRACK & WHEEL GAUGE - The New and Improved NASG S3 & S4 Check Gauges are made of Stainless Steel and are engraved with the words Track, Flange, Points and Wheels for the appropriate side. Instructions are included.

NASG CAPS - Poly/Mesh, Blue w/White NASG Logo. **\$5.50. Dark Blue Only.**

NASG CLOTH PATCHES - The price is \$2.00 ea.

NASG LAPEL PINS - The price is \$3.00 ea.

**Address checks
and return to:
NASG CLEARINGHOUSE**

c/o William Mark, Jr.
438 Rossway Road
Pleasant Valley, NY 12569
1-845-635-8553

Allow 4-6 weeks for delivery

SIZE		S	M	L	XL	XXL	TOTAL
NASG T-SHIRT	S,M,L,XL - \$8.00,XXL - \$11.00						
NASG GOLF SHIRT	Dark Blue M,L,XL - \$20.00,XXL - \$22.00						
						Quantity	
NASG COUPLER HGT. GAUGE - #5 KADEE \$3.50 ea. or 2 for \$6.75							
NASG COUPLER HGT. GAUGE - #802 KADEE \$3.50 ea. or 2 for \$6.75							
NASG S-3, S-4 TRACK & WHEEL GAUGE - \$2.65 ea. or 2 for \$4.50							
NASG CAPS - \$5.50 ea. Dark Blue							
NASG PATCH - \$2.00 ea.							
MIS-STAMPED TRACK GAUGE - \$1.00 ea.							
SUB-TOTAL							
SHIPPING (15% of Total)							
TOTAL							

NAME _____

ADDRESS _____

CITY _____ STATE _____

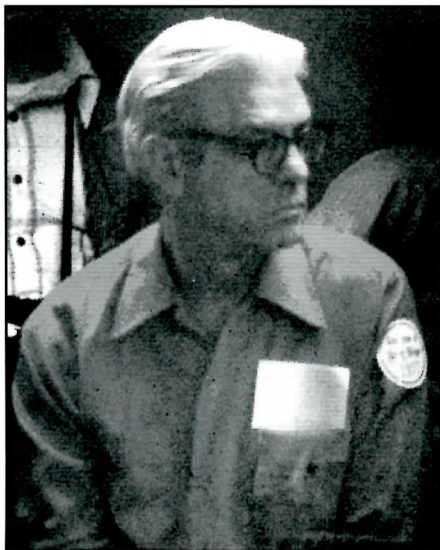
ZIP _____ NASG MEMBERSHIP _____

LAST RUN

Claud Wade

The NASG Loses its Founder

It seems odd, but one of the earliest instigators of scale S and a mentor to many passed away last April, 2005, with few of us solidly into S being aware of it. Jim Bresnahan of St. Louis brought this to my attention by forwarding the obituary notice. It seems Claud, of St. Louis, passed away on April 29. He is survived by his wife Janice and other family members.



Claud Wade

Jim reported that he saw him with Luther (Steve) Stephens back in 2002. He was 84 and succumbed to cancer.

From Dick Karnes: I was there. The NASG was started in 1960 at the NMRA National Convention in Chicago. A few S gaugers, including Claud Wade, Jim Konas, and myself were sitting with each other at the banquet when Claud started a conversation that ended with his commitment to starting the NASG. He was going to set up circuit letters, and he was going to kick off a

brass loco project. We thought he was full of hot air, but when he actually did both of these things, we changed our minds. The circuit letters began immediately. Claud's first castings for the Berkshire were piping valves, and they were crude. I remember asking him why he didn't just use lost-wax brass valves from other scales which at the time were available in a variety of sizes.

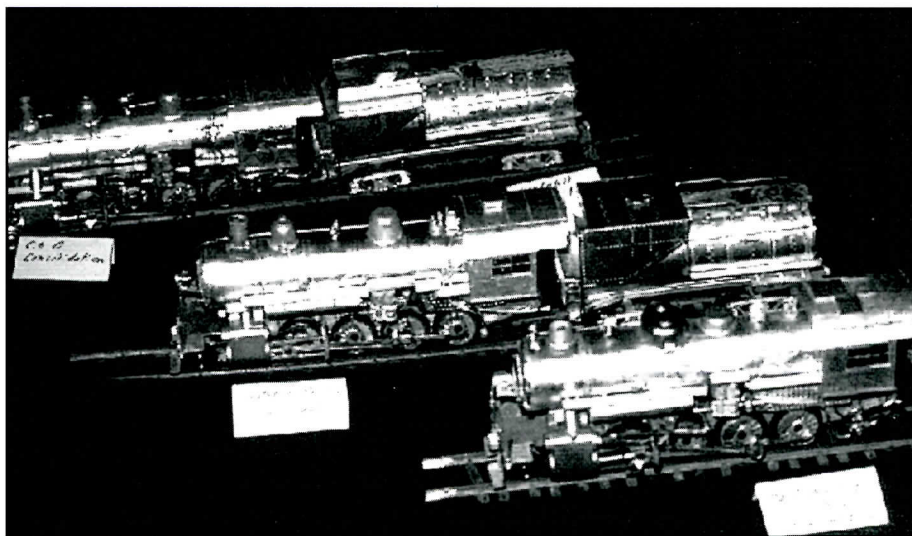
But Claud learned rapidly. He was an insurance salesman -- a profession not normally associated with high technical/mechanical expertise. Nevertheless, with the help of some fine S scale craftsmen, he developed some beautiful patterns and machined parts and, over a few years, managed to produce complete kits for several Berkshire variations. He went on to produce kits for USRA locos as well as a scale conversion kit for the AF NYC Hudson. - Dick Karnes

Wally Collins says: Somehow I always thought of Claud as THE founder of the NASG. The very first issue of the *S Gauge Herald*, September 1960, described the system of "**Round Robin**" circuit letters, which Claud had started in the mid '50s. The very first *Herald Yearbook* has a list-

ing of rail organizations, NMRA, etc. Under National Association of S Gaugers listing it says "This association's purpose is to unite and further S gauge. ..." It goes on to identify G. Claud Wade as the General Director.

The first *Herald* issue of Volume two, Fall 1961 (the first after I took over as publisher) included the "Notes, News and Flashes of the NASG" which covered almost two full pages and was signed by Claud as General Director of the NASG. The NASG column was continued while the *Herald* was published, but the last column signed by Claud was December, 1962. Bernie Thomas became the General Director by the January, 1963 issue, but Claud regularly contributed to the column the latest news on the Berkshire progress, which he always considered an NASG project.

In the final issue of the *Herald*, December 1978, the NASG column, then submitted by Dick Cataldi as NASG president, included the statement that "The *S Gauge Herald* and the NASG both grew out of the old circuit letters of the 1950s." Claud seemed to drop out of sight by then. I missed his usually long



Shown here are three brass S Scale Loco & Supply engines produced by Claud Wade.

and somewhat illegible letters but always appreciated his devotion to S scale. Thanks Claud. - Wally Collins

Chuck Porter says: I did not know him well, but I did know him. Last time I saw/talked to him was at an NASG convention - don't remember which one. He was walking around with Ed Schumacher who was one of my close friends. We owe a lot to both of them.

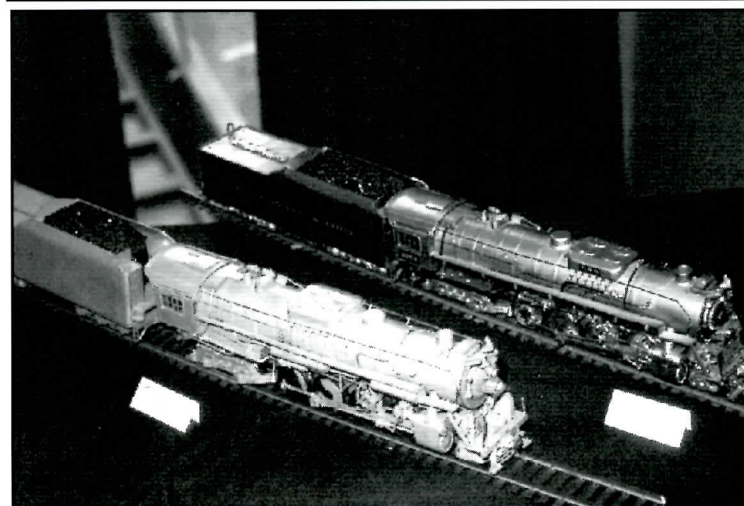
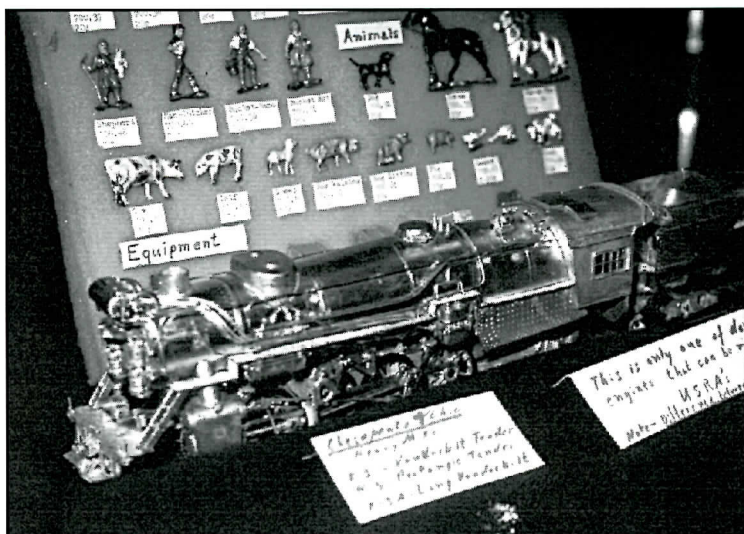
Some background from a Personal Glimpse in the Fall 1962 S Gauge Herald: Claud joined the U.S. Air Force to learn radio in 1939. He also learned photography in the service. While attending Ohio State after the service his interests turned to chemistry and later gas-powered airplanes. He started model railroading through an AF train set bought for his oldest son. This soon turned into a full scale layout. In 1959 he was inspired with the idea of getting several S gaugers together to write to each other to discuss mutual problems, help each other and stimulate and renew interest in S gauge. Thus, the round-robin Circuits were formed. He soon introduced lost wax castings for steam locos and started the Berkshire project.

From Bob Jackson's NASG history a few more tidbits: The history verifies that Claud Wade did indeed start up the Circuits via an ad in *Model Railroader* and *Model Trains*, but the dates vary from 1957 to 1960. Shortly, over 200 S gaugers had been recruited into the circuits. The history claims that the Circuits were responsible for coming up with the name for the NASG and picking Claud as the first General Director. The history says that Claud was the motivator during the early days of the circuits. He was action-oriented, individualistic, resourceful and full of energy.

He saw to the coordination of the circuits, developing new ones as the membership grew. Claud also instigated the idea of having a symbol for the new organization. Frank Titman's design was the one finally chosen.

The history also notes the progress of the casting project began around 1960-61 culminating in a full engine kit in 1963. Since Gilbert was rather inactive around this time, these projects gave hope that there was life after American Flyer. The history claims that the loco projects of Claud Wade provided stimulus to other scale manufacturers since the availability of kits and the number of manufacturers increased noticeably during that period.

When the NASG was formerly organized with a dues structure - the infamous \$3 membership - G. Claud Wade was given membership card 000 in recogni-



SSL&S Berkshires on display at the Silver Spring, Maryland convention in May of 1998.

tion of his status as the founder of the NASG.

Thanks to Bill Fraley for the photos.



Claud Wade looking over the late Dick Arthur's layout in Canada.



At the Convention: Above is a view of the Pere Marquette 2-8-4 Berkshire which may be seen on the Steam Railroad Institute Tour on Friday. Below is the 1/8th scale outdoor railroad where you can ride through the woods for an hour on 20 plus acres on another tour on Friday afternoon.



S TRACK PLANNING PART II

Industries With A Purpose

By Jeff Madden

What is the purpose of your model railroad? It should be the same as a real railroad - to move freight and passengers from one location to another. Freight is the primary reason for a railroad to exist. Freight is the moneymaker.

But does your S scale model railroad move freight with a purpose? Do you have industries on your layout that are there for your railroad to serve? By serve I mean if you have an industry on your layout, does it have a purpose? Do you deliver certain cars to it and/or pick up certain cars from it? Do these cars come from or go to another industry on your layout? Or instead, do they go to or come from a yard on your layout? This yard, or yards, of course, could be just staging tracks behind the furnace where cars could be imagined to be going to far off cities via another railroad or an imaginary extension of your own railroad.

Now depending on your niche of S you can plan industries, sidings and yards to the level that is comfortable for you. Yes, this can include AF accessories that could be considered industries the same as you would a scratchbuilt mill.

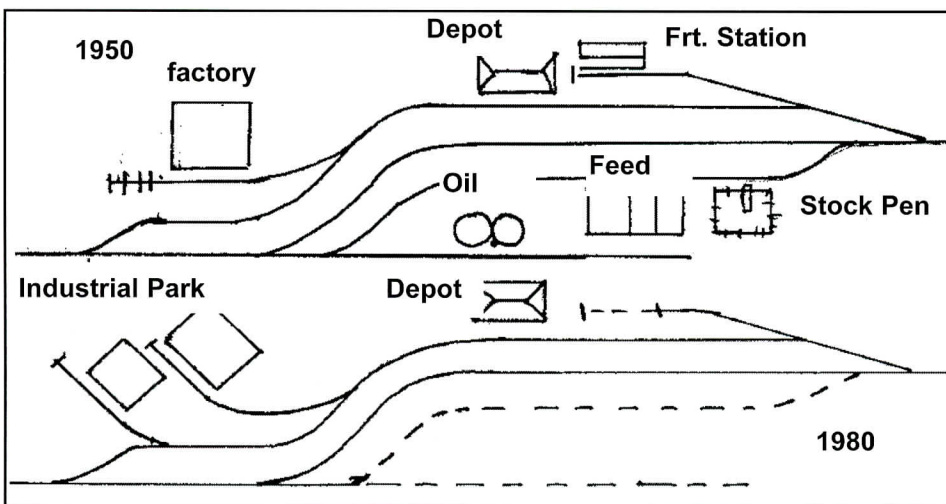
If you model pre-1960s you can pick traditional industries for the geographical area you model that would use rail traffic. Typical small towns are most easily modeled. They usually consisted of passenger depot, freight depot, feed mill, fuel dealer (coal, lumber, bulk oil) plus any manufacturing industry suitable for that town. Infrequently modeled is a team track - just a spot on a siding with possibly a loading dock where off-line general products such as farm implements could be unloaded

without the fixed expense of a warehouse. Depending on the town, the oil, lumber and coal could be separate businesses with their own sidings or a combo business sharing a siding. Some other typical small town industries to consider would be a brick plant, cold storage warehouse, bakery, or cement plant. In the midwest you

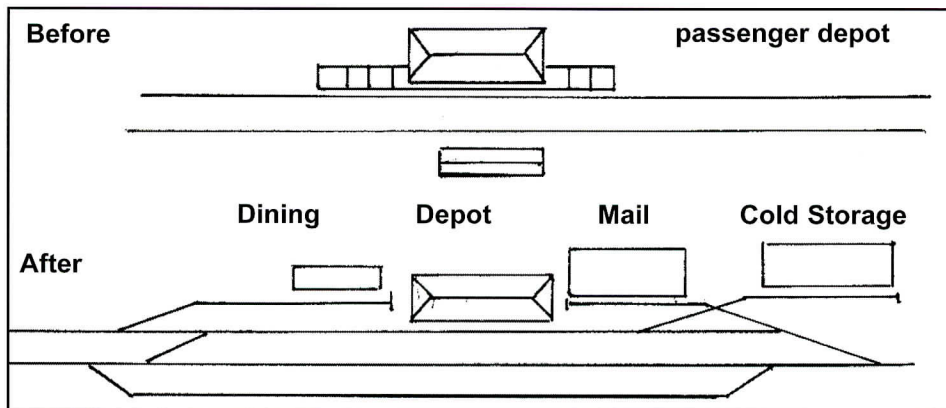
could add a taller (wooden or concrete) grain elevator, some canning companies and a meat packing plant.

If you model a larger metro area you could add larger industries serving more freight cars than just one or two - steel mill, large manufacturing plant, larger grain storage elevators, long freight warehouses, power plant, etc. These larger city industries are more difficult to fit on a layout. Often this can be accomplished by using flats along a backdrop.

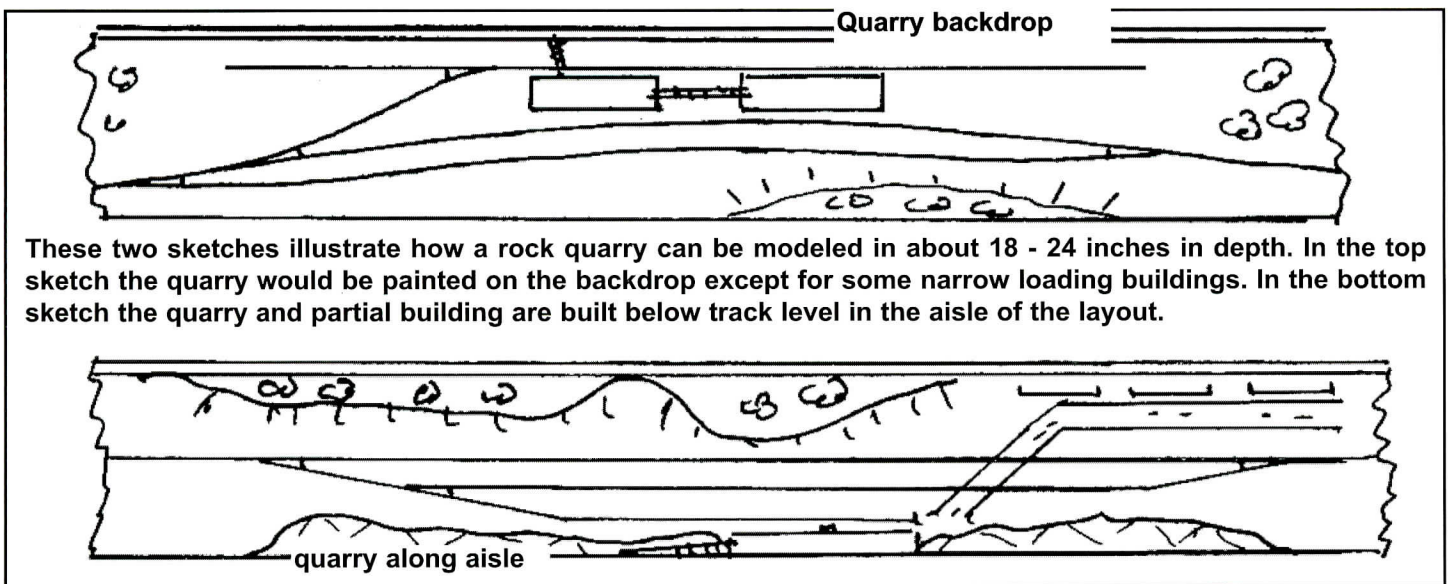
Don't forget when modeling larger



The above illustrations show the same small rural town as might be experienced in two different eras. Originally a town might have had two passing tracks with one serving industries such as bulk oil, feed and stock pen. A decade or two later the same town has only one passing track and some sidings into an industrial park. The depot may or may not remain.



Model railroaders often put a passenger station along main line tracks with nothing for a train to do but stop and go. The same depot would be much more interesting with some sidings for various uses related to passenger trains.

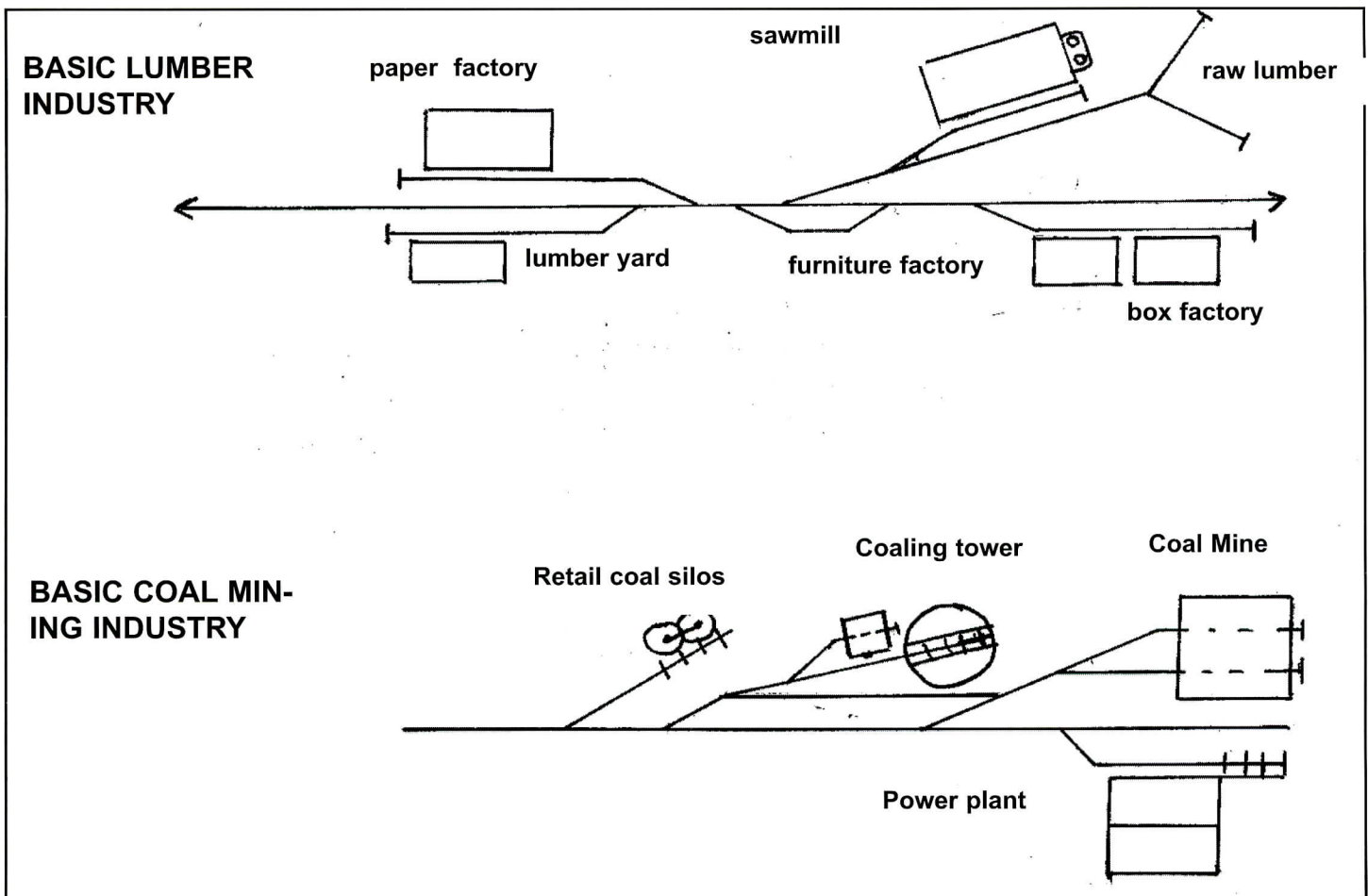


cities to include the passenger terminal area in your industry mix. Clustered around most terminals were food warehouses, REA warehouses, Post Office facilities, car maintenance facilities, etc. Even today with Amtrak there still would be mail facilities - maybe even a nearby intermodal yard for mail and UPS.

In medium to small towns engine facilities could be considered an industry with destinations for tank cars, coal hoppers, sand hoppers, etc.

Railroads typically are the best hauler of bulk commodities - gravel, stone, oil, chemicals, coal, iron ore, so it is logical to have some sort of industries on your layout

that would ship or receive such items, or both. Probably the most modeled bulk industry is coal followed by lumber and rock quarries. Others to consider - steel, paper, petroleum. S Gaugers in particular, will have a harder time modeling the larger bulk industries, but there are solutions. A coal mine can be large or small, but if you model a large one you could



have the tipple built against a wall and have the tracks disappear through a wall into another room. (and there could even be a power plant on the other side - loads in empties out). Using long building flats with a siding in front or a few punching through a wall is another common space saving scenic trick. Warehouses, steel mill, paper mill, quarry (see plans) can all be modeled using only a few inches of background or foreground space.

If you model more modern times, '70s and up, the bulk and large industries will still work, but some of the smaller quaint small-town industries such as the feed mill, freight depot, basic lumber yard, small bulk oil tanks, etc., served by rail are mostly gone from the scene.

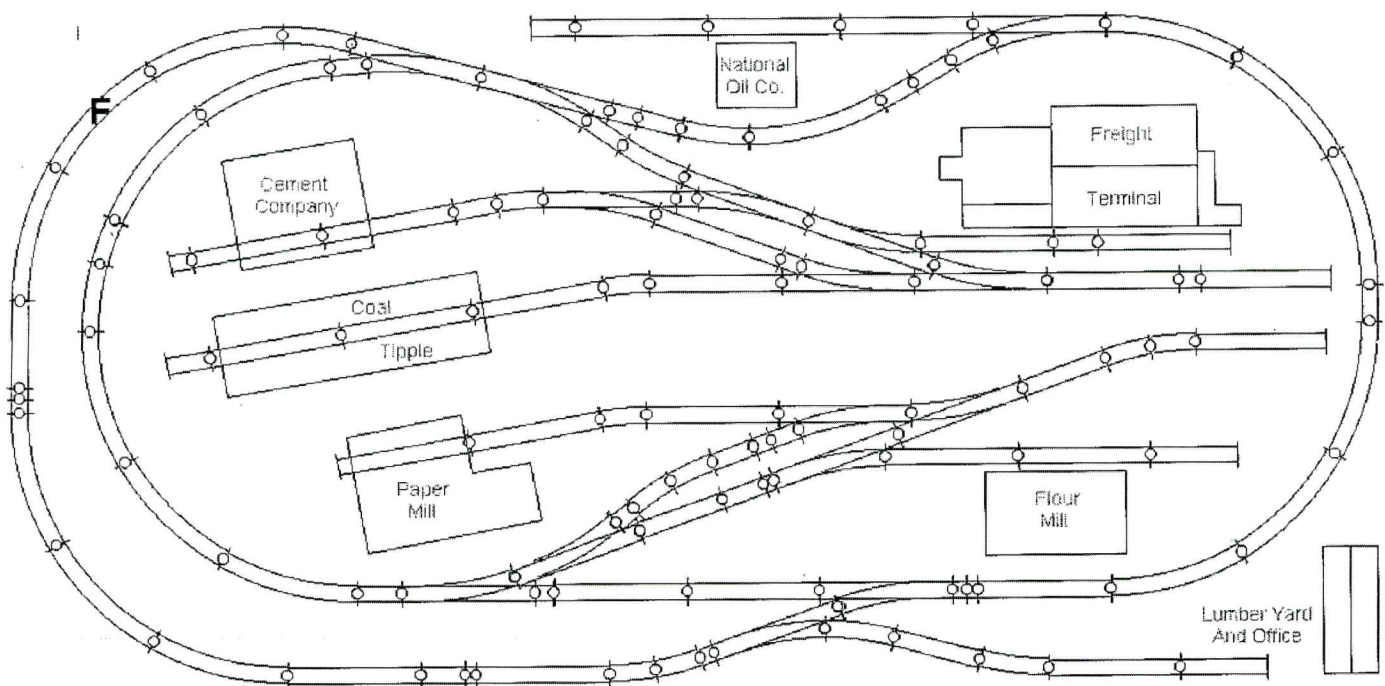
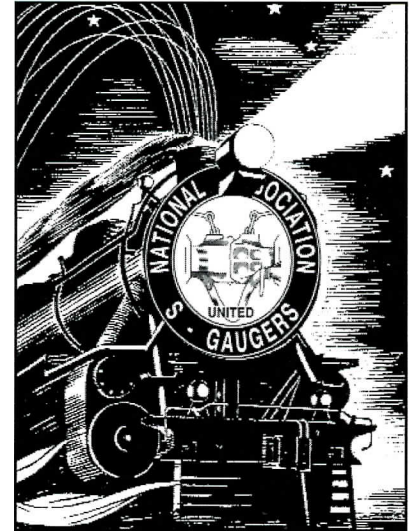
More appropriate for a modern small town would be an industrial park with a few low level metal

buildings (including say a printing plant electrical supply factory, plastics plant), plus a small inter-modal yard. Gone will be the quaint depots, train order boards, freight houses, small industries, towers, crossing shanties, etc. Today a spartan look would be appropriate.

Now let's take one product - say lumber - and set our time frame in 1950. Number one, you need a source of logs. Yup, a sawmill. Sometimes a sawmill and planing mill (more finished lumber) are together. Two basic railroad operations can occur at the sawmill: 1. Log cars (flat cars) are brought in to the sawmill. 2. Cut lumber is taken away - either to an on-site or off-site planing mill (boxcar or flat). If there isn't room on your layout for a sawmill just use a hidden siding to stage loaded lumber. Then the finished lumber needs a place to go. Here are some sugges-

tions for an industry or two - furniture factory, lumber yard, paper mill (wood chips and pulpwood).

So let's look at some track plan ideas that should be some food for thought on placing industries or accessories on your layout.



A basic oval plan provided by John Degnan shown with a basic mix of industries. American Flyer accessories would substitute nicely. Estimated size would be about 4' x 8' to 5' x 9' using available track systems. This would be a perfect switching layout for those with limited space. The addition of a shelf-like staging yard attached somewhere would provide needed storage space for off-line cars. Note the one long runaround track and two short ones needed to get behind a freight car to get it in or out of a siding. Say you don't have any buildings yet, use cardboard boxes or labeled shirt cardboard. With this type of plan loads and empties would be shifted to and from a train to the various industries. That's why I suggest a staging yard somewhere - even a portable one.

END OF TRACK

plans courtesy of the publisher of the original S Gauge Herald

PAUL RAHAM

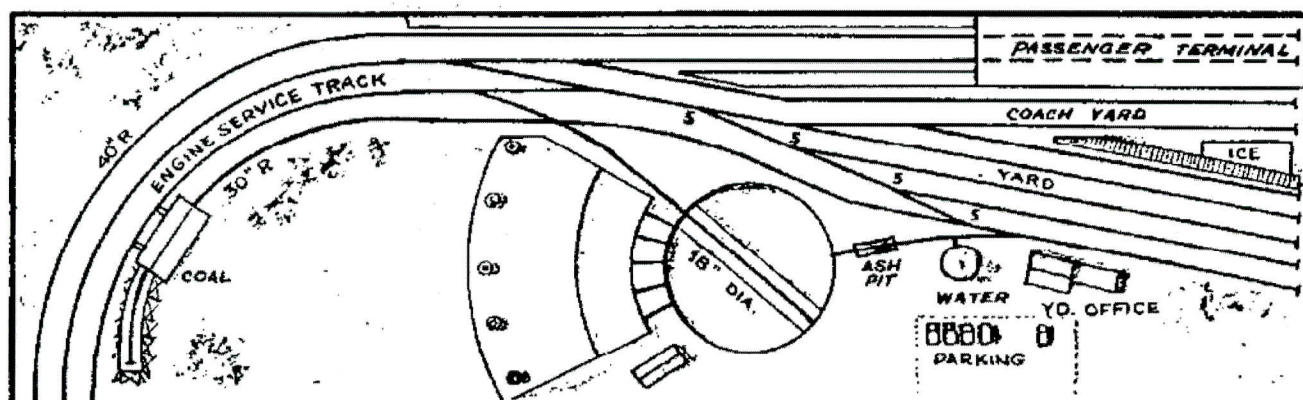


FIG. 1

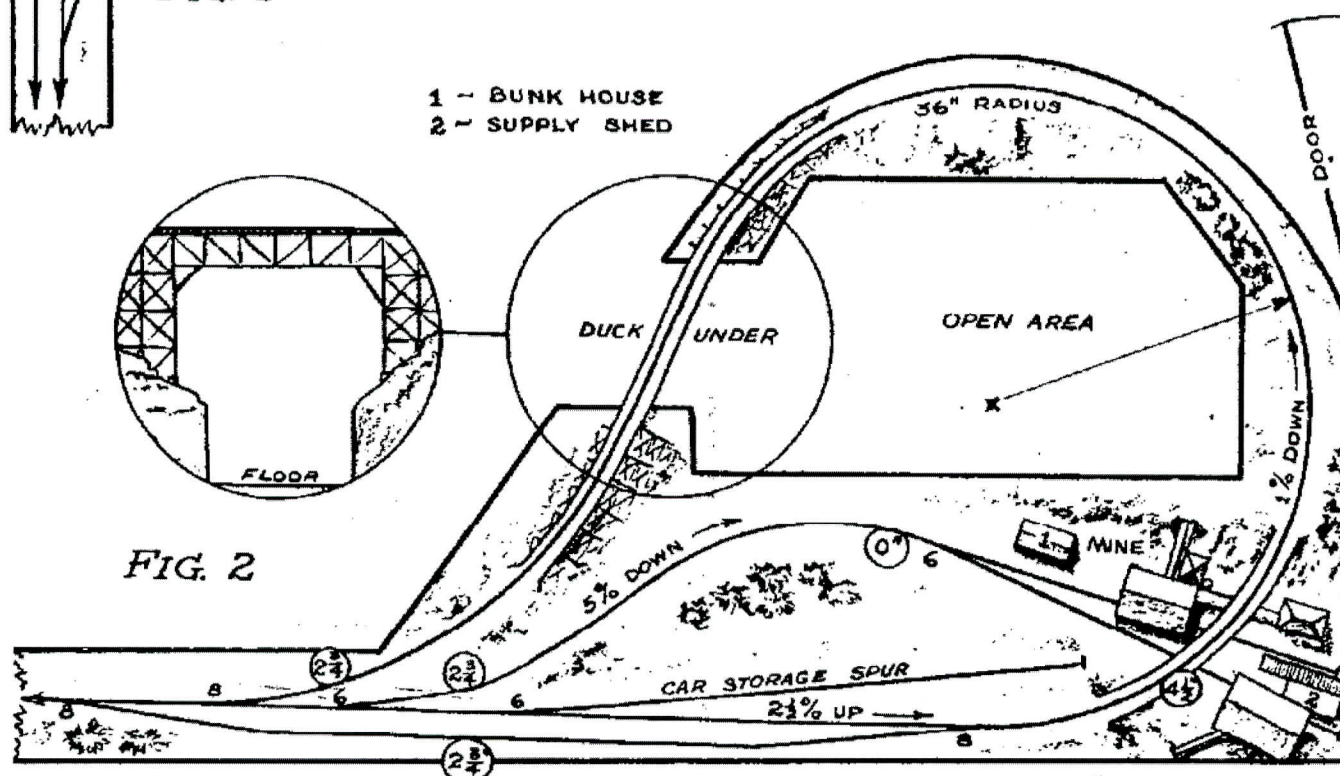


FIG. 2

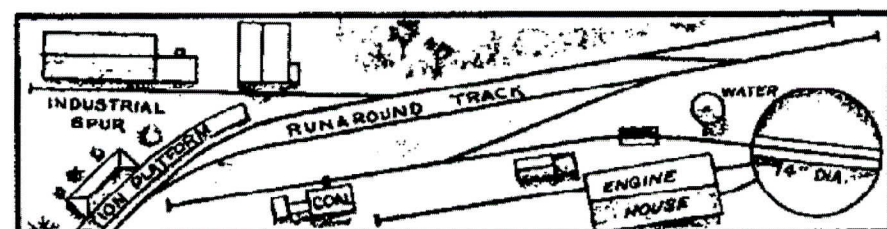


FIG. 3

SCALE 0 1' 2' 3' 4'

By popular request our S-Pikes Professor suggests a few terminals for point to point lines.

At the end of track there must be some kind of facilities to allow the locomotive to be turned around or it must back its train all the way to the opposite terminal. This is done in several ways; by means of a turntable, as in Fig. 1 and 3, a reverse loop as in Fig. 2, or by using a turn around wye as in Fig. 5.

work. No haggles about who has the next meeting.

5. If a location is big enough several clubs with different scales can combine forces.

6. If a club is all-S, even with more than one type layout, visitor's interest will be focused on all S.

Where might an all-S club look for a permanent location in these days of high rent. They probably have to be a little more creative than in the past. Clubs searching for a home might begin by investigating piggybacking with other clubs already in a location. They might

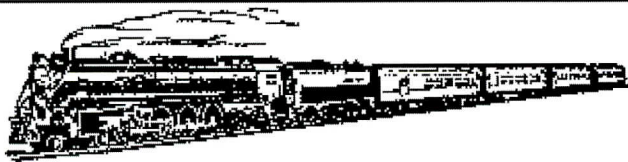
check out local historical societies and museums for space, especially ones restoring old railroad buildings or those that might want a transportation display to represent the local area. If a room is located in a restored building or museum, hopefully it can be isolated from the rest of the public area so the club wouldn't be open to the public while under construction or when members couldn't be there to operate. As a compromise for continuous public displays a club could put up static displays outside the layout room and/or have a glass enclosed viewing space where a train could be operated by push button by visitors when the layout isn't open. And remember to sell

the idea that S is much easier to view than smaller scales.

The permanent S layout at the Cincinnati Union Terminal turned museum is wonderful to see, but it isn't really a club layout where members can participate. Trains operate automatically and the scenery is gorgeous, but it's really an animated diorama as opposed to a club situation.

With the variety of S rolling stock available now, some permanent clubs just might happen. And if you know of any permanent clubs that existed or exist, let me know

PORT LINES HOBBIES



"Specialists in S-Gauge Railroading"
—AMERICAN FLYER PARTS SERVICE—
ON-LINE CATALOG & SALES LISTS,
OR \$6.00 BY MAIL.

6 Storeybrooke Drive
Newburyport, MA 01950

(978)-465-8798 (Phone/Fax)
E-mail: doug@portlines.com

OUR NEWEST EXCLUSIVES:
The latest new releases from Port Lines,
made for us
by S-Helper Service,
are due this spring!

- (1) DOMINO SUGAR USRA
double-sheathed wood boxcar;
two numbers.
- (2) BROOKSIDE MILK wood reefer!
A re-release of our 2001 car, but now
available in a new number! Only 100
made!

\$45 per car. S/H : \$6 for first car;
\$2 extra for each additional car.

DON'T DELAY. ORDER TODAY!



VISA, MASTERCARD, DISCOVER, & AMEX ACCEPTED.

VISIT US AT: www.portlines.com for more details, & for our MONTHLY SPECIALS!

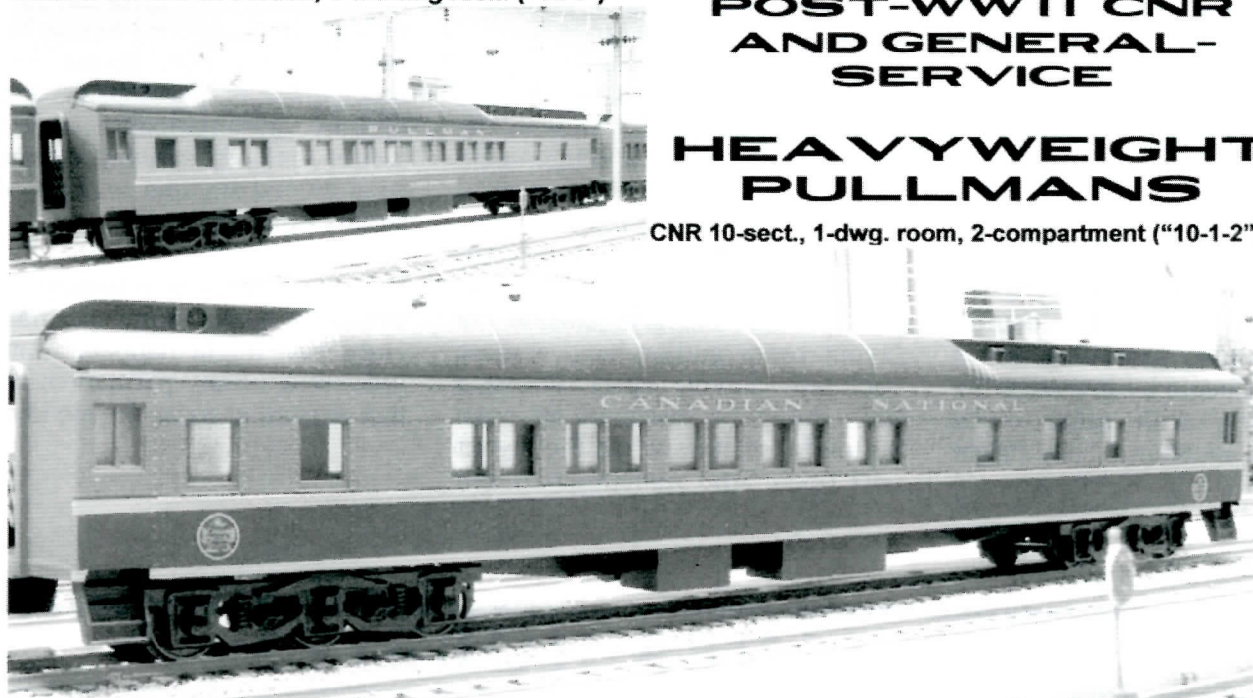
In Stock!!

General-Service 12-section, 1-drawing room ("12-1")

**POST-WWII CNR
AND GENERAL-
SERVICE**

**HEAVYWEIGHT
PULLMANS**

CNR 10-sect., 1-dwg. room, 2-compartment ("10-1-2")



15-3/4" long, ready-to-run with hirail wheelsets and AF-compatible couplers.

**Also included: • 6 scale wheelsets • scale dummy couplers • current pick-up
wipers • dry-transfer lettering set • car name guide**

FLASH!! Canadian National cars refinished and ready for sale!

- Correct green color
- Correct yellow color
- Correct 1" black stripe above belt rail and beneath top yellow stripe
- Correct black border around letters in "Canadian National"

NOTE: WILL NOT CLEAR AF SWITCH-MOTOR BOXES.

NASG Members Only – Order yours now!

Quantity	Pullman Car Style		price each	Totals
☐	10-1-2	Canadian National	\$65	
☐	10-1-2	2-Tone Grey General Service	\$65	
☐	12-1	Canadian National	\$65	
☐	12-1	2-Tone Grey General Service	\$65	
PA residents add \$3.90 sales tax (6%) per car				
Shipping (\$5 first car, \$2 each addl. car)				
NASG Number: _____			Order total:	\$ _____

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

name _____
address _____
city,state/prov. _____
postal code/country _____

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

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** set up and operated their modular layout on Dec. 3rd-4th, 2005 at the NMRA sponsored HUB Train Show, in Marlboro, MA. and on Dec. 17-18 at the Greenberg Train Show, in Wilmington, MA. On January 28-29, 2006 the club set up and operated their modular layout at the Big 2006 Railroad Hobby Show, held at the Eastern States Exposition Grounds, West Springfield, MA. This show is one of the largest if not the largest show in the eastern part of our country. It started as a show in a portion of a very large building, and has progressed over the past years to fill the field house-sized building and now includes two other buildings at the site. There were operating layouts in all scales from Z to G, including that of the BSG. The club layout was set up in an area where there were S dealers and manufacturers, including S Helper Service, and a table advertising NASG. There were more than 35 operating layouts of different scales, along with hundreds of dealers, manufacturers, and private sales tables.

A recent issue of the club newsletter included an article on why the AF Northern (4-8-4) loco was called a "Challenger". The name Challenger was given to the train sets that the loco came with. An AF catalog from 1953 advertised the No. 336 Northern 4-8-4 loco as "...The Challenger 4-8-4 locomotive and tender" because it was the one that came with the trains sets carrying that same name. A.C. Gilbert sold S train sets with their Hudson loco as "The Pacemaker" because the NYC RR ran a pacemaker service. When the Northern 4-8-4 was referred to as a Challenger, it was because this loco was supplied

with the Challenger sets that Gilbert sold. Tom Robichaud is President of the club; Helen Lenart, V.P.; Chet Brown, Treasurer; and Dick Connors, Secretary.

The *Canadian S Scale Quarterly* is the voice of the Canadian S modelers, called **S Canada**. The group includes those residents in Canada who model in S scale. The newsletter issues are published four times a year (March, June, Sept., and December) and information for them should be submitted to Alex Binkley, in Ottawa, Ontario. Individual issues of the newsletter are edited by the various members of **S Canada**. Charles Hicks collects the club dues, and distributes the club newsletter issues. The club is having a contest to design a membership card that can be used by them to advertise and spread the word of S gauge trains. There is no limitations on the card design except that they should fit on the size of a standard business card. Judging of the contest will be done by Alex Binkley, Denis Fortier, and Charles Hicks, and the contest ended on January 31, 2006. Other clubs could do well to have printed business cards to advertise their existence and spread the word about S gauge.

The **Conn. S Gaugers (CSG)** set up and operated their modular layout at the Cheshire High School Train show on November 20, 2005. The club has set up and displayed at the show in past years and Steve Kutash now organizes the showing of the modules. Each of several members of the club have modules that are used to make up the display layout. Bill Fuhrman is President of the club, and Craig O'Connell, V.P. who edits the club newsletter. Your

column editor is Treasurer of the club. The next display of the club layout will likely be on March 5, 2006 at the spring show of the Cheshire High School. These shows are sponsored by the high school band, and band members serve food (that is purchased) to the vendors and other attendees who display at the show. The band members parents serve the food and cook it for sale at the show to benefit the band. The **CSG** is considering having Digital Command Control (DCC) for train operation on their layout. It would be well to have at least one track that is supplied with DC so older AF and Hi-rail trains can be safely operated. Members Stan Stockrocki and Bill Mark, Jr. both have layouts that operate with DCC.

The **Pioneer Valley S Gaugers (PVSG)** visited the home of Tom Robichaud, in Fitchburg, MA. on Nov. 19, 2005. Tom is President of the BSG and has smooth running Digital Command Control (DCC) S layout. Steve Allen coordinated the trip to visit Tom in Fitchburg, MA. John Robertson hosted the club members for their meeting on November 17 at his home in Windsor Locks, CT. John has a home layout under construction and operated some trains using a DCC system. Charlie Bettinger hosted the club for their meeting in December, at his home in Vernon, CT. Charlie has a well scenicked fine running S gauge layout that the club members attending the meeting could enjoy. Member Larry Covey held the January club meeting at his home in Longmeadow, MA. on January 19, 2006. Jim Richardson is coordinating the purchase of club shirts, so the members can advertise their organization. Dave Plourde coordinates the club activities, and edits the club newsletter. The members have been discussing the possibility of having winter time meetings on a Saturday afternoon, during the months of November to April. The May through October

meetings would be held on Thursday evenings. This scheduling method would make it easier for the members to travel to the meetings during the winter months.

The Western N.Y. S Scale Assoc. (WNYSSA) held their annual holiday party at the Red Mill Inn, Clarence, N.Y. on December 14, 2005. Friends and wives were invited and Dave Blaufuss led those attending in singing. The club purchased fabric to add skirting to the modules, hope to have it ready for use at the end of January, 2006. Paul Wachowicz hosted a work session for club members to make repairs and upgrade their modules on Jan. 15. The **WNYSSA** brought their modules and operated a display at the TTOS Train Show, on Jan. 28-29 at the Leonard Post, in Cheektowaga, N.Y. The club estimated that they should have 12 engines per day for operation at the show. Six hours of show and two tracks, at an hour per engine. This is interesting consideration for those clubs that operate for a lengthy period of time at a show display. Maintaining the rolling stock and lubricating the locomotives is an important consideration to prevent failures and burn-out of the equipment. Greg Mummert coordinates the club activities, and hosted the members for a meeting on Jan. 8, in Cowlesville, N.Y.

The Waybill is the newsletter of the **South Jersey S Gaugers (SJSG)** and is edited by Michael McConnell. The club meets at the Stratford Senior Center, Stratford, N.J. on a regular monthly basis. The club displayed a small layout at the Blackwood Railroad station Christmas open house on Dec. 5, 2005. Member John Aaron made his All Aboard Layout available for this display. Club President Hank Worrell coordinated the display set up and operation. The club filled the positions of Vice President and Treasurer with the incumbents, Michael McConnell

and Joe Balcer respectively. The club secretary is David Pierce and Jim Oliver is Assistant Treasurer. Walt Mumie presented a clinic at the December meeting on computer-generated decals. Joe Balcer made a presentation on the club's long term project of building oil storage tanks, at the January meeting of the club. The possibility of turning the oil tank project into a club-sponsored one to earn money for funding of the new layout construction was discussed. The club displayed their layout at the Riverton, N.J. Christmas Tour. The display was operated from 5:00 P.M. until 9:30 P.M. on December 10, 2005. Kenny Palmer and his Boy Scout troop assisted with the display. Member Rick Wark invited club members attending the tour to have refreshments at his home after the tour was over. Layout tear down was on Sunday after the tour held on a Saturday.

The Neshaminy Valley AF Club (NVAFC) met at the home of Ron & Priscilla DeWitt for their 186 th meeting in November, 2005. Mike Ramsey coordinates the club activities and writes the club newsletter which is distributed via e-mail. Mike hosted the club members for their meeting in December in King of Prussia, PA. on the ninth. The club displayed a layout at the Cardinal Dougherty High School Toy & Train Show on Sunday, Dec. 4, in Philadelphia, PA. Jim and Susan Duffy hosted the club members for their meeting on January 13, 2006 in Hatboro, PA. The club members discussed the club policy about admitting new members at the meeting. Jerry Hillier is scheduled to host the February meeting at his home on February 10, 2006. The club has scheduled their annual "Boys Night Out Dinner" for Friday April 14, which is Good Friday.

The Pittsburgh S Gaugers (PSG) met at the home of Jay Clark in Verona, PA., on January

28, 2006. Jay has a large Hi-rail layout (AC and DC with American Models track). Those attending were invited to bring equipment to operate if they so desired. At the joint meeting of the club with the Pittsburgh NMRA club in November, where a presentation on DCC was made, club members set up and displayed some of their trains. The modular layout was set up and a collection of S scale and Hi-rail trains were on display. The meeting was at the Kennedy First Alliance Church, and "there was a lot of examination of our trains" according to the newsletter report. This was a really great place to display the S scale trains because those attending were model railroaders of one type or another, as members of the NMRA. Jon Knox coordinates the club activities, with the help of Jim Whipple. The club is planning on operating their switching layout and display of model samples at the Greenberg Train Show to be held on Feb. 11/12, 2006.

The Baltimore Area AF Club (BAAFC) displayed their layout at the Johns Hopkins Hospital, Baltimore, MD. on Dec. 17, 2005. The display at the Hospital was a civic one and the patients, their parents, and staff of the hospital all enjoyed the club's attendance. Barry Berson brought a small portable layout that could be brought to the individual rooms of those patients who could not leave to view the large layout set up in the front lobby area. The Hospital was so glad to have the club bring their layouts that they asked if it could be done twice a year. The December club meeting was the traditional holiday party held at the Bullock's Family Restaurant, Westminster, MD. on Dec. 22. Guests were welcomed and club member Jim McMorro arranged for a speaker at the event. Dean Mellander, noted author, was the guest speaker and made a presentation on the B & O and Western Maryland Railroads and their steam locos. The club displayed

their layout at the Great Train Expo, held on Jan. 7-8, 2006 in Timonium, MD. This show was the former Greenberg Train Show and was held at the Timonium Fair Grounds in the main hall and the smaller 4H Bldg. Paul and Russ Love hosted the club members for their January meeting held at the Marley Station Mall, Glen Burnie, MD on Jan. 14. The **BAAFC** planned to display their layout at the Great Scale & All American Hi-rail Train Show to be held at the Timonium Fair Grounds on February 3-4, and The World's Greatest Hobby Show to be held in Chantilly, VA. on February 11 & 12. The club is really active showing S scale trains with their layout displays. Ron Kolb coordinates the club activities and ably edits the club newsletter.

The Carolinas Division of the Atlantic Coast S Gaugers (ACSG) was featured in the Shelby Shopper & Info, a newspaper published in Shelby, N.C. The Carolinas Div. set up and operated a train display layout at the Kings Mountain Historical Museum, in the old Kings Mountain Post Office. The display was set up before Thanksgiving and ran through the first week of January, 2006. Cliff Brown supplied a static display of S gauge trains ranging from 1950 AF locos through scale offerings of the later 1950 period into the more recent examples of current S scale manufacturers. The Museum estimated that over 1200 visitors viewed the display. The Museum staff manned the layout when club members were not available. Bill Ware, Pete Hildenbrand, Calvin Azarowicz, Gene Sankowski, and Ted Zanders were the members that set up the display and supplied modules for the layout. David Bulkin helped with the display and advertisement of it. According to the news article on the event, there were over 40 interactive buttons for visitors to push, which made things happen in the RR yard, or towns bordering the tracks. The display was

described as : " ...a wonderland of make believe...the train whistle blows, people work, doors and warehouses open, close, and deliver barrels from the loading docks,...people skate on a pond, things happen in the countryside, railway station, loading docks, and towns." It was a successful display of our favorite scale of trains.

The Suncoast AF Enthusiasts (SAFE) is planning a field trip in the form of a tour of the local CSX Railroad facility, as coordinated by club member Gene Vrooman on Feb. 2, 2006. Those attending the tour will have dinner together at an as-yet undisclosed location. Frank and Ellen Jackson held the November, 2005 meeting at their home in Oldsmar, FL., on Nov. 3. The meeting included the annual club train races that include various categories for various types of S scale locos. This year for the first time there was a "modified" category to accommodate Ed Riggs who has been a consistent winner in the event in past years. Trophies were given in the various categories of the event. Club member Larry Heffelfinger ran away with almost all the prizes, including the grand champion trophy, according to the club newsletter edited ably by Anna Spinella. **SAFE** held their own train show on December 3, 2005 at the Knights of Columbus Hall, Pinellas Park, FL. John Phipps coordinated the table sign up for dealers and other attendees, and the show was old out on tables by the time it came off. Les Baynard and Bob Brown manned the entrance table, and Bob & John Phipps solicited door prizes from a number of those dealers attending the show. Louis and Judy Blithe hosted the club for their January meeting in Largo, FL. The March club meeting is scheduled to be held the home of Kevin, Lindsey, & Katie Mineer. Gene Vrooman is Sr. Chair of the **SAFE**; Rich Brown, Co-Chair; John Phipps, V.P.; Bob Brown, Treasurer; and Anna Spinella, Secretary.

The Southeastern Michigan S Gaugers (SMSG) met at the home of Earl Carlson on December 17, 2005 in Oxford, MI. Earl had a display of AF trains that he was offering for sale along with member Tom Hawley's traveling store "Michigan Models". Members attending were suggested to bring cash to the meeting. Tom Hess of Northville, MI held the January, 2006 meeting at his home. Tom has a fine Hi-rail layout that will be on the layout tour for the forthcoming NASG convention to be held this summer in Pontiac, MI. sponsored by the **SMSG**. The club recently had elections and Sig Fleischmann will continue as treasurer, Tom Hawley will be the new secretary and Jerry Poniatowski will take Tom's spot as member-at-large for the duration of Tom's term. The club members were reminded that they do not need to host a club meeting at their home. A community hall, restaurant, library or other location can serve as the venue for a meeting. Gaylord Gill heard from Lois Belanger, widow of a deceased club member who was active in the group activities. Lois sent greetings and thanked the club members for helping her with her husband's trains after he passed away. The trains were sold with the help of several club members.

The Chicago Assoc. of S Gaugers (CASG) hold their meetings at the St. Paul Lutheran School, Melrose Park, IL. on a monthly schedule. The club is in the throws of planning for and organizing the 2006 Fall S Fest, to be held at Tinley Park Convention Center on Nov. 3-5. Andy Jugle is the General Chairman and members of the club are assigned or volunteer for the various committees required to make the event a success. The **CASG** held election of officers recently and the following resulted: Will Holt, President; Joel Lebovitz, V.P.; Joe Taylor, Secretary; Bruce Lorence, Treasurer; Joseph Craig, Officer-at-Large; and Phil Kosin, Trustee.

The club has access to two modular layouts, a standard S gauge one (CHASM-Chicago land Hi-Rail and Scale Modular) and an S narrow gauge layout (CLANG-Chicago Land Assoc. of Narrow Gaugers). Both layouts are scheduled to be set up and displayed at the NMRA Div. High Wheeler '06 Train Show, on March 4-5 at the Harper College Athletic Building, Palatine, IL. The CHASM layout will be set up at the All American RR Show, on March 11, at the Lyons Township High School Field House, LaGrange, IL. Both layouts will be set up at the Southland Train Show, on Sept. 30-Oct. 1, 2006 at the H.L. Richards High School., Oak Lawn, IL. The Calumet Div., NMRA will sponsor the latter show. A recent issue of The Chicago Flyer, the club newsletter had a photo of an American Models diesel in front of the Train Collectors Assoc. station model taken on the CHASM club modular layout.

The Cuyahoga Valley S Gaugers (CVSG) held their annual holiday party in the rail car (full size) next to the Station House Restaurant, Berea, OH on Dec. 11. On Dec. 18 the club set up and displayed their tinplate layout at the Parma High School Train Show as run by Bob Frieden. The club is considering revising the size of their scale layout to reduce it to a smaller size so that it would be more useful at train shows. The CVSG has sustained some misfortune with their layout hauling trailers. The small white trailer suffered major damage to the axle and spruing mechanism when the U-bolts holding them together broke and the trailer box fell onto the axle. The club held their January meeting at the home of Jack Sudimak on Jan. 22, in Medina, OH. Members attending enjoyed the host's layout and operation of same. The club was planning to display their layout at the NMRA Kirtland Train Show, on March 18-19. Lee McCarty coordinates the club activities as President, and

Chuck Fonda edits the club newsletter. Member Gene Rominski is Secretary and keeps the meeting minutes. The club is working hard on coordinating the S Spree in Walnut Creek, Ohio - a new location in the central Ohio Amish country.

The Miami Valley S Gaugers (MVSG) participated in the Eaton Christmas Festival where they set up their modular layout in the Preble County Senior Center, Eaton OH. The layout was operated for three consecutive weekends, ie.: Dec. 2/3/4, Dec. 9/10/11, and Dec.16/17/18 from 6:30 to 9:00 P.M. each day. Club member Bob Guckian coordinated the members attendance and participation at the event. The club displayed their modular layout at the NMRA Train Show at the Hara Arena, on Nov. 5/6, 2005. At this show the club used their new PLC computer to control several accessories including the log loader, coal loader, sawmill, and magnetic crane. The computer has adjustable on/off periods for the operation of the various accessories. The MVSG is committed to attend and set up their modular layout at the forthcoming Train Show to be held at Carillon Park, Dayton, OH in late June. The Carillon Rail & Steam Society helped the club during the 2005 S Spree and the MVSG agreed to bring their layout to the event next June, which is organized by the Society. Mike Mitter hosted the club for their January meeting in Fairfield, OH on Jan. 7. Members attending were requested to bring a pot luck food item for the meeting. Norman Haas is the club Recording Secretary, and Tony Garza spreads the word about club activities.

The State Line S Gaugers (SLSG) held their annual Christmas party on Dec. 18, at Binanti's Italian Restaurant, Caledonia, IL. Terry Dyer coordinated the event, and a gift exchange was held with gifts marked "men" or "women".

Elections for club officers were held recently and the results are: Dick Bird, President; George Sorensen, V.P.; Terry Dyer, Secretary; David Pippitt Treasurer; and directors Jim Larson, Dave Oberholtzer, & Dave Tanner. Vera Geerts is the club newsletter editor. The reward for doing a good job is to receive assignment to continue doing what you are doing. Vera does a very good job as newsletter editor. George Sorensen hosted the club meeting on Jan. 15, in Belvidere, IL. Member Jim Larson is scheduled to host the club in March in Roscoe, IL. The SLSG plans to display their layout at the Lena Train Show on Feb. 25/26 and at the Rockford NMRA Show on March 25/26 at Harlem High School, Machesney Park, IL. Dave and Carol Tanner have already agreed to host the annual summer picnic on August 21, 2006.

The Badgerland S Gaugers (BSG): Club member Gary Children has developed a model RR display that shows the various sizes of model trains that are popular. The display was updated to include a Z scale Railbox box car. The display has models showing the various sizes from Z to G scale, and is useful to describe the various modeling scales that are used in model railroading. The BSG holds their own train-trade shows at the Knights of Columbus Hall, Greenfield, WI. and there are two shows this spring on Feb. 26, and March 26, 2006. The shows are not held during the summer months and resume on Sept. 24, 2006. Rick Wade is setting up and updating the club website. The club members met at the Lionel Railroad Club, on January 29, in New Berlin, WI. The club planned to set up and display their layout at the Mad-City Train Show, to be held on Feb. 18-19, at the Alliant Energy Center. Jim Starosta is scheduled to host the February club meeting.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their annual holiday party at the home of Ione and Norm Pilarski, in Ballwin, MO. on Jan. 6, 2006. Friends and/or spouses were invited and those attending could enjoy the host's S layout. Member Mark Brabb is scheduled to hold the February meeting at his home in Florissant, MO. on the 3rd of the month. Barry Dolan coordinated the set up of the S layout that has been operated in a window of the Famous-Barr Department Store. The layout was disassembled on Dec. 31 and stored in a warehouse provided by the store, so that it can be used next year. The **AFSGSLA** plans to set up and display a layout at the Dupo Train Show, Dupo, IL. on February 11. The club is on stand by to show a layout at the Great Train Expo, Collinsville, IL. on March 18-19.

The Inland Empire S Gaugers of the Pacific Northwest (IESGAPN) held their annual holiday banquet on January 14, 2006 at the Coeur d'Alene Casino, in Worley, ID. Members, spouses, children, grand children, girlfriends (but not if you brought your spouse too) were all invited to the event. A gift exchange was held for train-related items, with a maximum cost not to exceed \$ 10.00 A display table was set up and members were invited to bring items for display. Bud Chatbourne coordinated the reservations for this year's event. Jon Kettner edits the S Train Rail, the club newsletter and coordinates the club activities. Jon has recently moved to new quarters, and is busy unpacking and organizing things in his new home. Brent Nicholl hosted the December meeting of club members where those attending could enjoy his On3 layout in operation. Brent volunteered to have he and his wife, Terri assume responsibility of printing the club newsletter issues which should help spread the load around on writing, processing, and distributing the newsletter. Club member

Bob Beshore is scheduled to host the March club meeting. Bob brought two scratch built S gauge pickle cars to the December club meeting, along with three Sn3 scratch built cars. Harriet Horr asked to have her honorary status removed from the club membership list because she cannot attend any club functions and does not have that much interest in trains. Harriet is the widow of Ernie Horr, one of the founders of the club and an active S hi-rail modeler who supported S gauge modeling.

The Bass Waybill the newsletter of the **Bay Area S Scalpers (BASS)** with Barney Daehler as Fireman Emeritus, and Graham Henry as Student Fireman. Lee Johnson is the Engineer, and coordinates the club activities. Graham Henry's Swayzee Pacific Transportation Company was the host for the November club meeting. The host's layout was operated for those attending the meeting. Bill Young brought a scratch built three track operating bascule bridge which was operated as a demonstration at the meeting. Photos of the bridge supplied by Bill were scanned by Bill Roberts for incorporation into a recent issue of the club newsletter. Michael Eldridge hosted the January meeting of the club in San Jose, CA. Club newsletter issues often times include information on S or S-related products. Pacific Rail Shops PFE refrigerator cars for the upcoming O Scale West Plus S convention have been ordered, manufactured, and are in transit for the event. Pacific Rail Shops has announced that all PRS cars in the future will be assembled models, and any future kits would be sold under the label of Gold Coast Railway. This firm manufactures and sells detailed S gauge rolling stock, that has been sold in the past in kit form. Rusty Rustermier will host the March **BASS** club meeting in San Jose, CA.

On Dec. 3, 2005 various residents of the **San Gabriel area of southern California** met to form a club. Most were members of the NASG, and interests of the group include: two train collectors, three Hi-rail operators, two scale modelers, and one fine scale modeler. Members attending included Dennis Bagby, Jim Best, Gene Capron, Terry Dillon, Jeff Kruger, Archie Mills, Jeff Nelson, and Skip Swenson. Those attending the meeting agreed that the construction of modules would be a good early goal to allow promotion of S gauge scale trains at train shows, and offer a place for the members to operate their trains. The club members plan to attend train shows as a group, visit other S gauge layouts, and other activities involving S trains and train-related events. The initial meeting was hosted by Jeff Kruger, and a meeting was held in January at the home of Gene Capron.

The Golden Gate AF Club (GGAFC) is organizing the Flyer Fest West, to be held on May 19 through 21, 2006 in Fremont, CA. at the Marriott Hotel. Activities will include a full swap meet on Saturday, an AF repainted refig. car available to attendees, train races, clinics, Niles Train ride, and layout tours. A banquet is under consideration for the multi-day event. The event is billed as "by far the largest of it's kind west of the rocky mountains" General Chairman for the event is Don Matthies, of the **GGAFC**. Paul Guaraglia is publicity director of the club and is coordinating advertising for the event.

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

EXTRA BOARD

O SCALE WEST (S) REPORT

Went to the show today (2/4). Met many of the Golden Gate AFC members and some of the local BASS group. This was an event where the O Scale West brought in the S Scale people as well. We had Keith and Kathy Blanchard with their Pine Canyon kits, Howard and Judy Sheffield of Howard's Trains, Ron Sebastian and crew of Des Plaines Hobbies, Glen Guerro of Mullet River Model Works, John Verser of Pacific Rail Shops, Jettie Padgett of SouthWind and others. Glen Guerro is supposedly working on a wood caboose with Des Plaines. PCS had a lot their new car kits.

The BASS group had their modular layout running, and they also were heading up the model contest and door prizes. Lee Johnson was manning the NASG table with support from the local club. Ed Loizeaux was on the open house layout tour with his 20'x20' S scale layout.

On day 2 - I'll mention some other notables in S: NASG President Sam McCoy, Bill McClung from Mead, CO, Gil Hulin with the Northwest S Scalers, Rich Yoder from Pennsylvania. It was confirmed today that this will again be a joint meet for next year - Feb. 15-17, 2007.

Some comments: Ron Sebastian - "Great meet, I'll be back next year." Howard Sheffield - "Turnout of people was much better than expected and the support of dealers from afar was good." Bill McClung - "I'll see you next year. Don't miss it."

Modeling Awards: Locomotives - 1st place to Lee Johnson for SP steamer, 2nd place to Paul Washburn for an SP diesel. Rolling Stock - 1st place to Paul Washburn for SP crew car, 2nd to Don Harper for RGS plow flanger, 3rd to Lee

Johnson for SP passenger car. Structures - 1st and Best of Show to Don Harper for D&RGW Crested Butte enginehouse. Favorite train - Paul Washburn for SP freight train.
- Ed Eckert

FLYER FEST WEST

As a follow up - here are some more details on the 7th annual Flyer Fest West to be held Friday thru Sunday, May 19-21, 2006 in Fremont, CA at the Fremont Marriott Hotel. Activities will include a full swap meet all day Saturday. There will be train races and clinics. Car will be an AF repainted reefer. There will be nearby Niles train ride and layout tours. There is a charge for the train ride. The idea of a banquet is still being worked out. Six foot tables are \$15.00 each of \$10.00 for a half table. Room rates at the Fremont Marriott will be \$74.00 per night. A website should be available by now - check the S Calendar for more contact info.

S IN NON-S PUBLICATIONS

- CTT Feb. '06 - Article on State of Maine boxcars, both O and S. Part II article by Vic Roseman on building SHS display layout. A short 1-page Classics article on the AF #24323 Bakers Chocolate tank car.

KATRINA REMINDER

Enclosed are the photos I promised you. In general they show the disarray present in my house following the "Katrina" flood. The top photo shows the train/library and resource room. You are looking at a bookshelf that was filled with train magazines before the flood. Mold covers everything. Photo 2 shows the back bedroom where most train items (especially S) were stored. Quite a few water-soaked items, of course, have been removed for potential salvage. Water-soaked ceiling tiles cover most of the view.

- Jay Mellon (Crescent City S Gaugers) *See editorial page 4*



S TIPS

Underbody Paint: For greater realism, I paint the inside of steel gondolas and hoppers and the bottom parts of all freight cars with Humbrol #160, Luftwaffe Rotbraun. This oil-based paint is easy to brush on to a smooth finish. It comes in tiny tin cans which makes it easy to stir up before use. Just drop a 1/4" bearing ball in, put the lid back on and shake a couple of hundred times. It would be well to wash and dry the ball first to get rid of a possible film of oil. This paint is also appropriate for the undersides of road vehicles.

- C. Shrubsole, Vanier, Ontario

Choo Choo Docksider:

Regarding the smoke and choo-choo of the new Lionel flyer docksider (48039 and 48040), I believe the following should be shared with the rest of the folks in our society. When operating the B&O Dockside Loco the choo-choo

sound level was very difficult to hear, and I commented this to Lionel customer Service (my plastic bottle spung a leak - so everyone should be aware of a possible leaking hazard too). Anyway, Lionel Tech Support answered my letter with an e-mail stating the low sound levels on the Docksider were the norm; he further stated the new Northern (which we have not seen yet) was also quieter than the original A.C. Gilbert product. He also said it had to do with differences in smoke unit design. surprise one - the Northern will not have the same sound level as Gilbert's, and surprise two - the Dockside is almost quiet. Could someone out there with an original smoke/choo-choo Dockside engine help comment on what the original sounds like?

- Joseph Kmetz

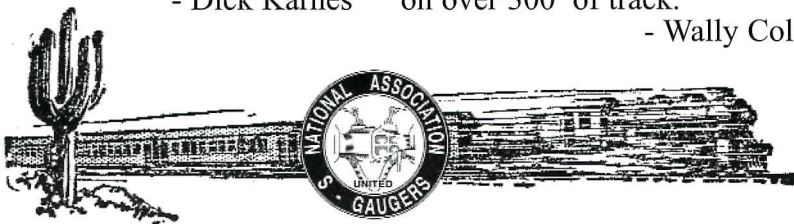
Grab Irons: There are two sources for S scale 18" metal grab irons. BTS part #SWD46, "diesel grab irons," \$5.50 (maybe higher now), consists of 20 brass investment-cast drop irons including the bolt head. Also, CMA Part #3002, "18 inch straight style 100 pieces. S scale. This group contains fine hard brass wire straight (not drop) grab irons. My pal Lee Johnson uses these to replace the PRS grabs.

- Dick Karnes

Fastening Homasote and Ties:

For the last 30 years I have used "Liquid Nails" for projects to fasten Homasote roadbed to plywood subroadbed and the same for mounting ties to the Homasote. In each case I spread a zigzag line of LN using the regular gun, then I spread it with a notched spread, the kind used for spreading contact cement. On the subroadbed where I have drawn a dark center line, I spread the LN on either side and just leave the center line visible. I place the Homasote (actually Homabed formed roadbed) in two sections following the center line. When I am satisfied with the position I put a flat board on top and tap it down with a hammer to get a good seal. when I spread it on the roadbed I again try to leave the center split of the Homabed visible to help align the ties and eventually the track I have my ties pre-spaced in a jig taped with 1/4" wide masking tape with one edge on the center line and roled up so I can just unroll them using the tape to keep them centered. When in place and adjusted to my satisfaction I again put a straight board over the ties and tap them down. The center line eventually gets covered with the ballast. I let the liquid Nails dry overnight before laying track. I am sure there are better ways, but this works for me on over 300' of track.

- Wally Collins.



NASG COPY SERVICE

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

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

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

S-CALENDAR

May 5-6, 2006: Spring S Spree, sponsored by the Cuyahoga Valley S Gauge Association. To be at the Carlisle Inn of Walnut Creek, Ohio (Amish tourist country and in the area of the Ohio Central Railroad). Hotel phone: 330-893-3636. Info: www.cvsgea.org.

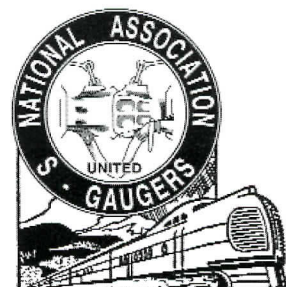
May 19-21 2006: Flyer Fest West. This is the 7th annual event sponsored by the Golden Gate American Flyer Club. Swap meet, races, clinics, layout tours, etc. Don Matthies - norcaltt@aol.com. Paul Guaraglia - 650-345-5652.

June 10-11, 2006: Oconto Model Train Show during Oconto Copper Fest. S Scale layout will be there. Free Admission, 9 a.m. to 5 p.m. Chic Hartert - 920-834-4300

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.

Nov. 3-5, 2006: Fall S Fest sponsored by the Chicagoland Assoc. of S Gaugers. Tinley Park Convention Center, Tinley Park, Illinois, Will Holt - 630-969-1982. Most convenient hotel is Holiday Inn next door - 708-444-1100. Other details tba.

Bids Open for NASG Annual Conventions -- 2009 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - email: leemax@jps.net

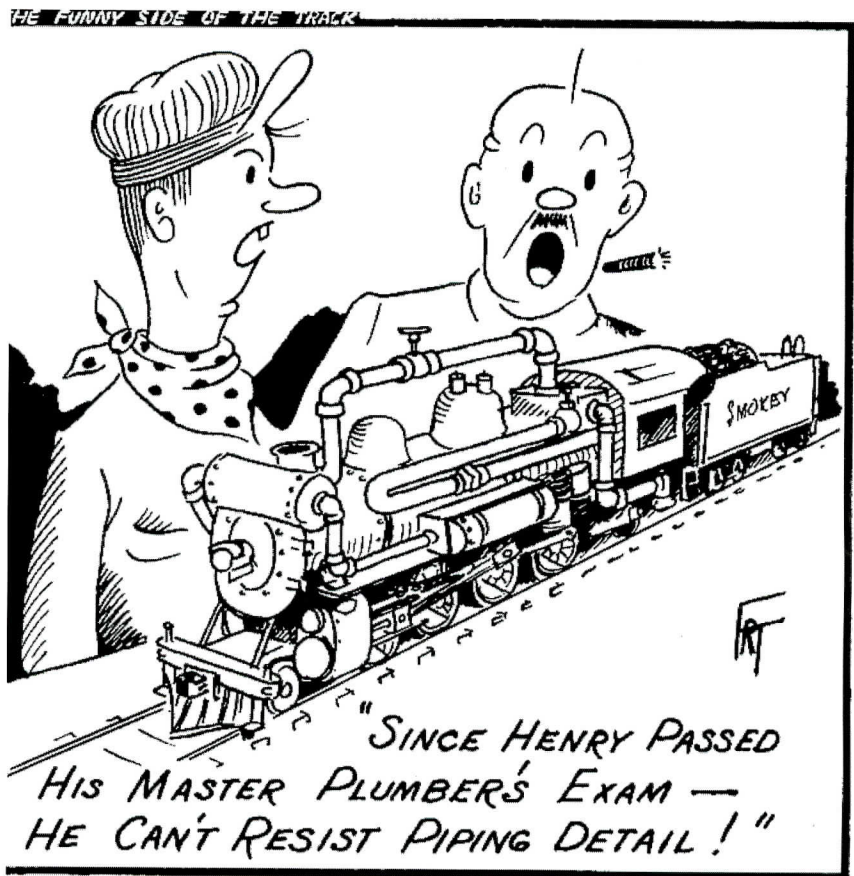


cars", the NMRA minimum is 53". We run 48" at Des Plaines Valley and the passenger trains look and run great. That seems to be the "sweet spot."

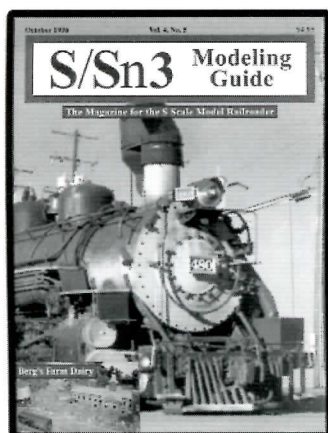
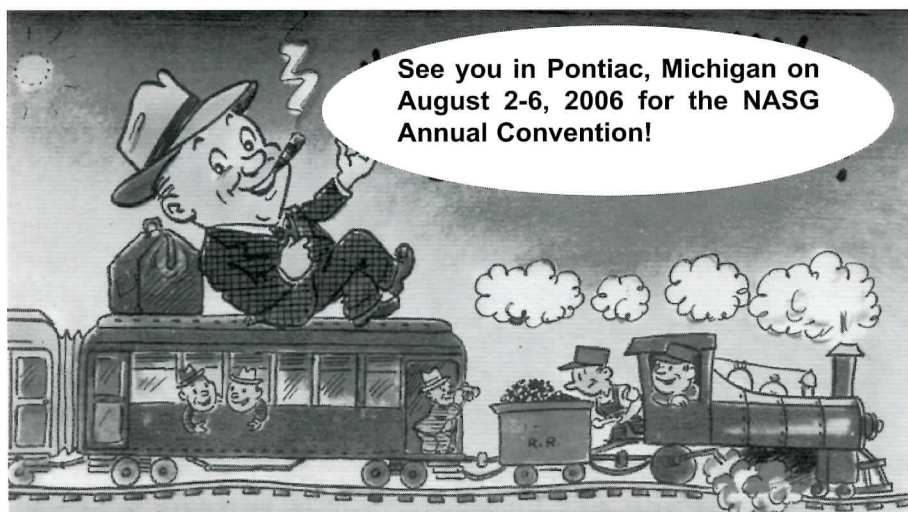
- Jim Kindraka

Regarding long cars: Every scale has its issues, and it can vary with what you want to model. In my case, S is the perfect scale to model narrow gauge. The full length passenger cars are only around 44' long. The minimum radius for Sn3 to have everything look acceptable is generally considered to be 30-32". In Sn2 it is better to stick to 32" with #8 switches because the Forney type locomotives had an especially long wheelbase. On my new layout I will have some standard gauge track, and I am planning to use 48" radius curves, partly because of any long passenger cars.

- Dave Heine



Pictured are some of the members that attended the first meeting of the Southern California S Gaugers Club. Standing (L to R): Terry Dillon, Gene Capron, and Archie Mills. Seated (L to R): Jim Best, Hal Swenson, and Jeff Nelson. -Photo by Jeff Kruger

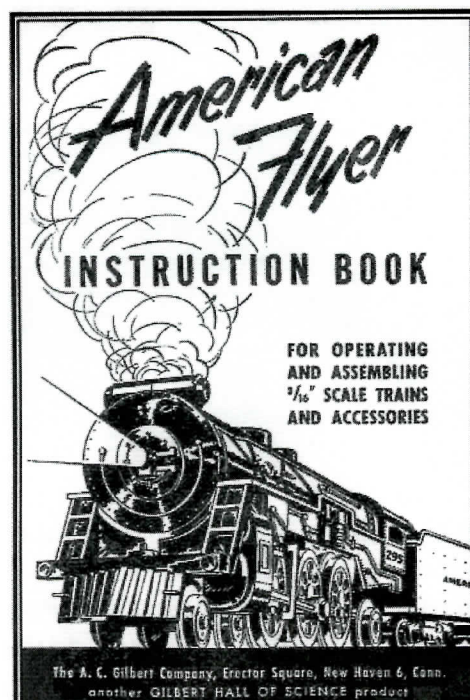


DON'T MISS A SINGLE ISSUE!

S Scale Railroading

At It's Finest!

The 1:64 Modeling Guide has it all!
 How To Articles - Construction Articles - Color Photos
 Product Reviews - Scale News - Scratchbuilding
 Annual Subscriptions start at \$39⁵⁰ (6 issues per year),
 Canadian & international Subscriptions, too! AMEX/Visa/MC DISC
 P.O.Box 465898, Lawrenceville, GA 30042-5898 770/979-5069 -- www.ModelingGuide.com

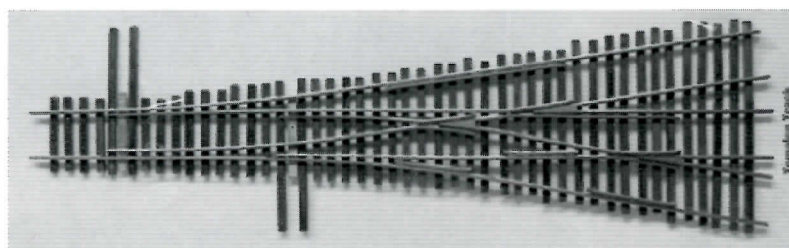


You've seen this 1952 publication for for more, now buy it for less. \$5 postpaid.

Make checks payable to "NASG Inc."
Russell M. Mobley Memorial Library
 Dick Karnes, Librarian
 4323 86th Ave. SE
 Mercer Island, WA 98040-4124

TOMALCO TRACK

The Code 70, 83 & 100 track supplier to the S scale modeler



Tomalco Track can supply you with quality nickel-silver, code 70, 83 and code 100 flextrack, standard turnouts from #4 to #10, Wye, Double slip, 3-way, and Curved in any radius along with crossings from 14 to 90 degrees. Products can be weathered and made DCC ready if requested. All turnout and crossing products are mounted on stained wood ties. Separate tie kits are available for those who have an unmounted Old Pullman or BK Enterprises turnout you wish to use.

TOMALCO TRACK
 289 Orchard Circle
 Hendersonville, NC 28739

LLmorton@mchsi.com
 828-694-3858
 Credit cards accepted



**ALL THE FLYER
 YOU DESIRE!**

BUY - SELL

**MARK B. PREMAN
 ENTERPRISES, INC.**

P.O. Box 691895
 ORLANDO, FL 32869-1895
 407 345-8741

F. M. TRAINMASTER

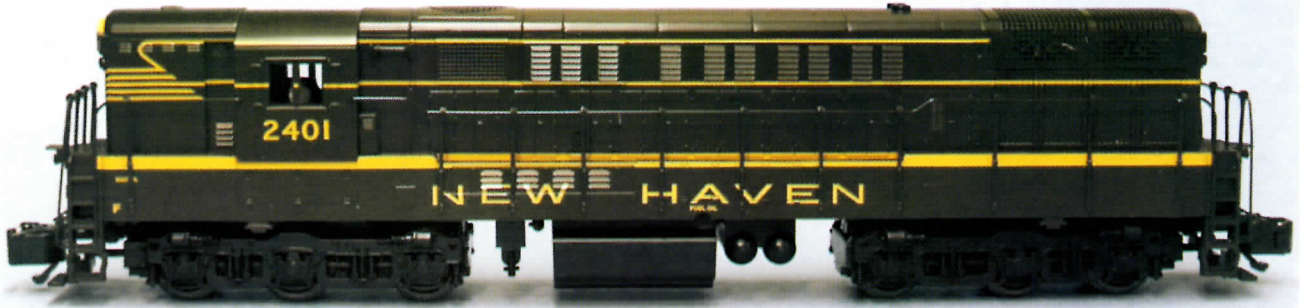


Photo of actual S scale model by AM Studios

Now at last ! What every **S gauger** has been waiting for The locomotive made 15 years ahead of its time, the H-24-66 Fairbanks Morse 2400 horsepower "Train Master" made in 1953 and 54. Monster power for all AF layouts. Available in: Chicago & Northwestern, TM Demo scheme, Lackawanna, Pennsylvania, Reading, Southern Pacific and Virginian. AC Flyer units \$269.95 Special priced dual units (with dual engine numbers) \$499.95 (dc units \$20 & \$30 less).



New! Soo Line 1149



NH green w/ black roof

New, matching New Haven heavyweight 5 car set HW8018 \$299.95

New Tank Cars, \$36.95



Aeron 514



DuPont 515



Sinclair Gasoline 518



Sinclair Diesel fuel 517

American Models 10087 Colonial Industrial Dr. South Lyon, MI 48178

Phone 248-437-6800 Fax 248-437-9454

Purchase or E-mail questions through web site.

www.americanmodels.com

