

April 2006

Volume XXX Number 2

\$4.95 U.S.



DISPATCH



Bascule Bridge



American Models
4-8-4 Review

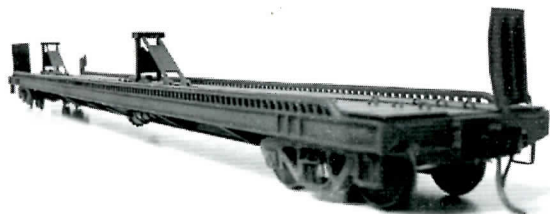


BC&G Update

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PRR F39 Piggyback Flat Car

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

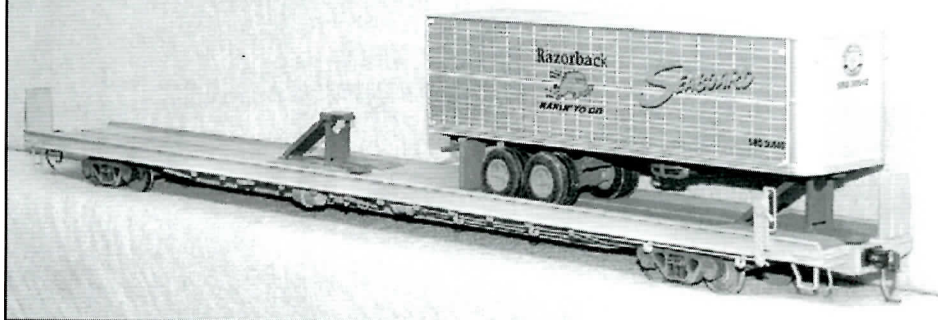
The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Car weight with trucks and couplers is 11.4 ounces. While it will handle a 34" radius curve, it will look better on larger. Kadee couplers, SHS roller-bearing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

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

F89 Piggyback Flat Car

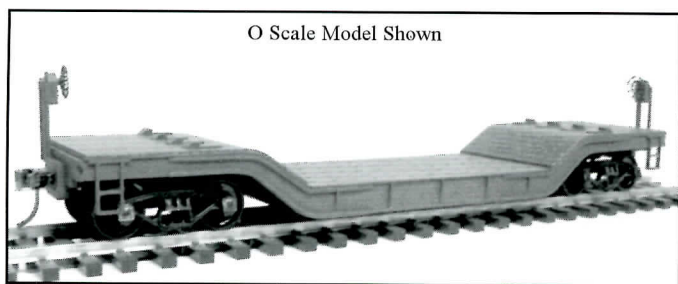
Introduced in the early 1960s, thousands of these 89' long cars were built during the 60s and many are still in service. They have seen duty hauling trailers, containers, autos, pipes, and just about anything that is long!

American Models' Trailer not included.



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

#09200 S Scale F89 Piggyback Flat Car \$99.95



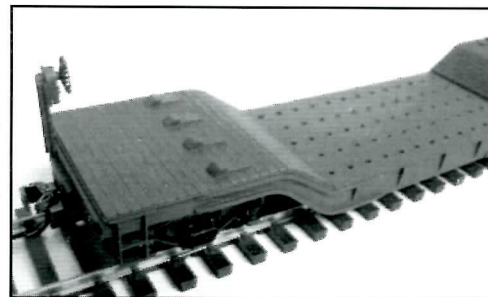
O Scale Model Shown

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.

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

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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!!
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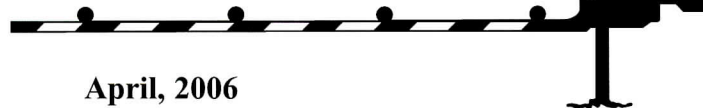
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COVER: An HO bascule bridge converted to S - Dick Karnes photo. Carl Tuveson took the photo of the AM 4-8-4. The Mack Railbus is shown at Cressmont on Brooks Stover's BC&G. See articles in this issue.

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

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

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President's Message...

Hello ladies and gents and welcome to the Dispatch. I've missed a few columns and there's a lot to talk about, so let's get started. First, a little about me.

I'm a Scale person and came to S from O about eight years ago. I always said I would change scales if the opportunity came up, it did, and I sold off a lot of O Scale in one weekend. I already knew people in the S community and met a lot more early on. One S veteran I met thought I would make a good President and that's how I came to be writing this column. I know have four years to live up to his expectations. Thanks Wally. So far, so good.

Next, I want to thank everyone who has sent me a thought, comment or suggestion since I've been in office. The NASG is about and for the members and your input helps make it better for all. Even a complaint can do good so don't be afraid to speak up. My friends don't hesitate to bend my ear and neither should you. Input is always welcome.

Finally, I've spent a good portion of my first six months learning the operation of the NASG and I'm pleased to say that most of the day to day activity is well taken care of. Our Leadership deserves a big thank you for taking the time and putting forth the effort to keep things moving along. There will always be room for improvement, but we're doing pretty good from what I've seen so far. It will be a challenge for me to contribute as much as everyone else.

I haven't been totally silent since coming on board and here's a brief update on what's happening.

First off, our Canadian members asked who was their main contact within the NASG. Seems we have the US side of things nicely divided into three regions with VPs, but Canada is a region by itself from coast to coast. We don't want them to feel left out so we're working on a Canadian rep that they can go to for all their wants, needs and questions. Some details still need to be worked out but we're close to having that go-to person in place.

Anyone have a good idea on how to handle our over seas members? Send them to your regional VP or me if you do.

Next, someone asked for a clearance gauge and I'm happy to say they are now available from the Clearing House for \$7.95 a set – one wood one plastic. They're not listed in the order form yet so give Bill Mark Jr. a call and he'll fix you up. You can also pick them up at the NASG table at one of the upcoming shows.

Denim shirts are also on the way.

Finally, the passenger car project was a huge success and all those windows have some of our members asking for interiors. We're working on that so look for an announcement soon.

And last but not least, it's a new year and another American Flyer car is on the way. It's a Brownhoist Crane this year and you can read all the details in this issue of the Dispatch.

I'm out of space so look for more updates in the next issue.

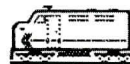
Sam

NASG NEWS

Convention in the Southeast? In a response to an inquiry whether any future NASG conventions will be in the southeast U.S. area Lee Johnson (convention committee chairman) states that of the presently scheduled NASG Annual Conventions, the closest one to the southeastern part of the U.S. is 2007 in Baltimore, MD. For a listing of the scheduled conventions check www.nasg.org/events. If anyone or any club in the southeast (or any other part of the country) is interested in being a sponsor (host) for an NASG Annual Convention in 2009 or later, please advise me, and I will send a copy of the NASG Convention Handbook in order that you can see what is necessary to sponsor a convention.

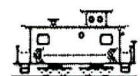
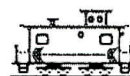
- Lee Johnson, NASG Convention Committee Chair

WANTED



**Modern Freight Cars
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don't make a variety yet.**



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RAIL MAIL

Thanks: The Crescent City S Gaugers wish to convey their heartfelt Thank You for donations received in an effort to rebuild display modules destroyed during the "Katrina" flooding in New Orleans.

The following individuals and S clubs are acknowl-

edged for their generous monetary donations: Atlantic Coast S Gaugers, Carolina Division (Eugene Sankowski), Bay Area S Scalers, south Jersey S Gaugers (Wally Collins), Alan Evans.

The following individuals, dealers and manufacturers are acknowledged for their generous material donations: American Models (Ron Bashista) - flex track and rolling stock; BTS (Billy and Diane Wade) - struc-

Continued on page 34

Jeff's Junction



Plastic Bridges and Buildings - The Next Frontier For S (Part I)

The next step, I believe, for S manufacturers is to move somehow into the styrene bridge and building arena to provide the modeler in S a complete package - trains, track and scenic accessories.

Except for a greater variety of RTR turnouts from Lionel, SHS and AM, all the majors provide lots of locos, cars and track in the reasonable price range to make S an exciting and viable scale choice for the newcomer as well as keeping the regular S modeler happy.

But when you eyeball the scenic accessories offered in a larger hobby shop that are available in N, HO and O scales you realize what's missing in S. To find non-craftsman buildings, bridges, figures and other accessories in S usually means building up HO things or trimming down O things. Now, I'm talking styrene stuff here, like Rail King, Lionel, Atlas, Bachmann, Walthers, Model Power and so on. Yes, lots of Plasticville is really perfect for S, but these have been around forever. True, they can be used as is, kitbashed or just repainted to fit into an S layout, but it would be nice to see some new structures and bridges, even in Plasticville.

The NASG is working at this need - it's a slow process as evidenced by the factory building, but we did get the ARMCO steel building to production. The NASG might consider being a booster of other bridge and structure products in the future.

How then should manufacturers proceed? Well, naturally, they want to produce something that sells, can be priced decently and can be tooled up at reasonable cost. Lets start with Bridges...

Bridges might be a starting point (I've beat this mule before) for either or both AM and SHS since they already have track systems. Even Lionel could get in on this one. A through or deck girder bridge in plastic could probably be offered in say 12" to 15" lengths with track in place. Through truss bridges (single or double) might best be offered as simple kits - you know: deck, two sides and a top. It wouldn't be bulky to ship and store that way, plus production costs would be saved.

Another style bridge for those with track systems already in place might be steel viaduct type bridges. These are basically deck girders with steel trestle legs like Micro Engineering makes in HO. I figure these might be in 6-inch spans sold in group kits. They should be strong enough for Flyer yet with enough molded detail to satisfy most scalers. These would be perfect for second levels with a resulting improvement in appearance over the old trestle sets.

Scalers would probably enjoy a Central Valley or Walthers type through truss bridge kit in S, perhaps either of these outfits could be persuaded with some guaranteed sales - NASG or??

If you look at Dick Karnes' bascule bridge article you'll see how he figured out to use an HO bridge as is. I have the newer single track through truss HO kit that has high enough clearance for transition era S equipment but needs about 2' added to the deck width to match up with the clearance standard. The double track HO Walthers bridge can be adapted with some bashing, but it works better in S as a highway bridge.

Stone arch bridges should be able to be produced either in styrene or possibly the foamy resin material that some manufactures use. I'd start with a smaller 2 or 3 arch type of say 5 or 6 inches in height - not a Starucca Viaduct.

And while were at it, I just saw an ad for an HO concrete underpass - a very common type of bridge (yet little modeled). I'll see if it is adaptable to S. It would

Continued on page 24

NEW PRODUCTS REPORT

By Jeff Madden

BANTA MODELWORKS (www.bantamodlworks.com 802-258-3869). We haven't covered Banta for a while, and I noticed a few new things on Bill's excellent website for S. Check it out for laser wood structure kits and detail parts. I'll mention a few of the structures here. How about a CAT Repair Shed from Camp 45 of the West Side Lumber Co. for \$59.95. The footprint is 51' wide x 42' deep. And there's a stock pen based on one in Cimarron, Colorado, but it could be used anywhere. Price is \$89.95. A basic wood-frame 2-story house would be perfect for any geographic area; \$64.95. Also good for anywhere is a little wood gas station that is 3.25" wide x 6" deep. It's only \$32.95 but temporarily is without added details like pumps. Those are coming.

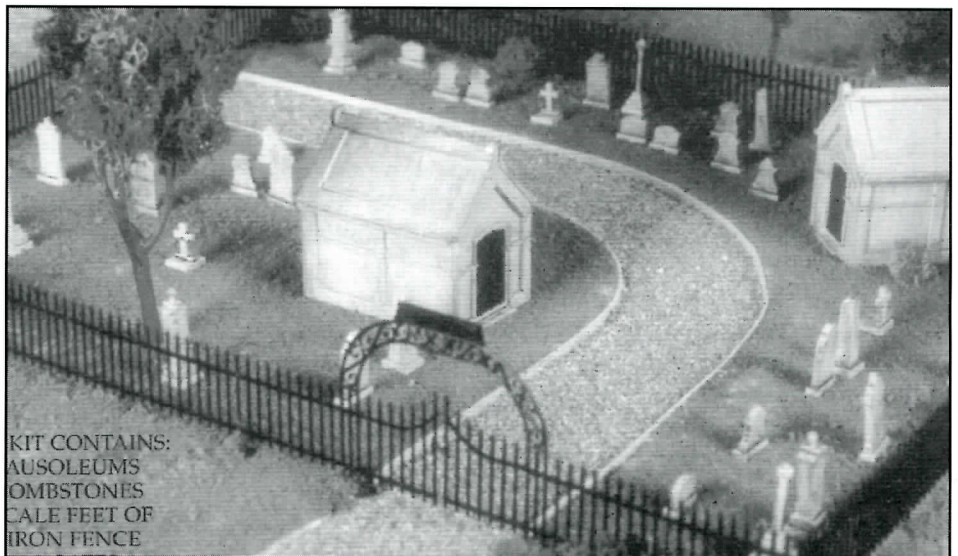
B.T.S. (P.O. box 856, Elkins, WV 26241) has some new structures to announce. There's the Singer Watch Repair, \$36.95; Junior's Shiner (mobile home), \$44.95; Instrument House (storage box), \$24.95; Anderson pulpwood yard (office and scale, \$74.95. Also available is an Sn2 speeder kit for \$139.95.

DES PLAINS HOBBIES (www.desplaineshobbies.com). Yes, the rumors are true - Pacific Rail Shops S freight car products are moving over to Illinois. In the words of Ron Sebastian, "I would like to put the rumors to bed and announce that S Scale America has purchased Pacific Rail Shops. Not all of the inventory is in Des Plaines yet, so we have quite a bit of work to do. Since some of the stuff is already here, if you have a specific need, just ask and we will try to answer." Ron says it may be a while before everything gets put on the website. Others have com-

mented that most offerings will come RTR. John Verser has retained the Gold Coast name and some parts, such as ladders and brake details.

MOUSE MODELS (4736 J St., Sacramento, CA - 916-456-4552 - mousemodels@aol.com). A bunch of us S gaugers picked up an HO cemetery plastic kit for about \$12 bucks. It consists of 40 plain styrene tombstones (most best for HO), two concrete mausoleums (also more HO size), and about

48" of rod iron fencing complete with arched gate. The fencing is worth the purchase as it scales out to about 6' high in S. Some of the larger tombstones would be fine in S. The mausoleums would have to be raised a 1/4" or so to be credible. The fencing is very usable for a cemetery or other use. It could work for an older city home or used between double tracks as some eastern roads used. The fencing only is available for a lesser price. - Jeff



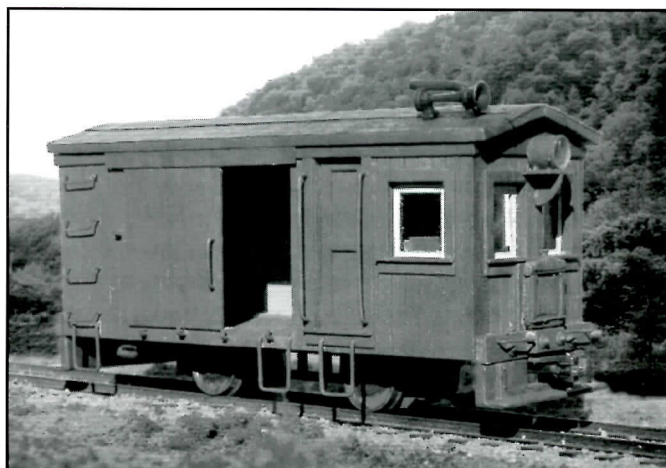
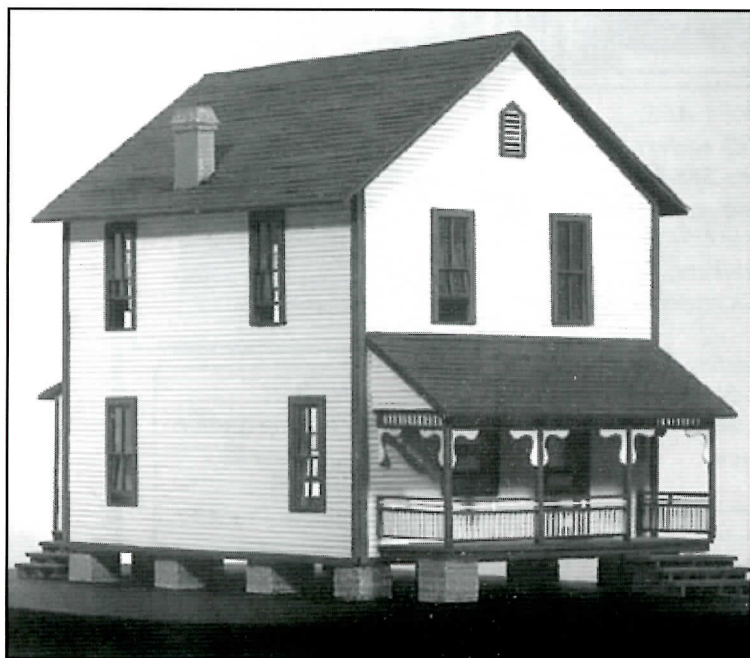
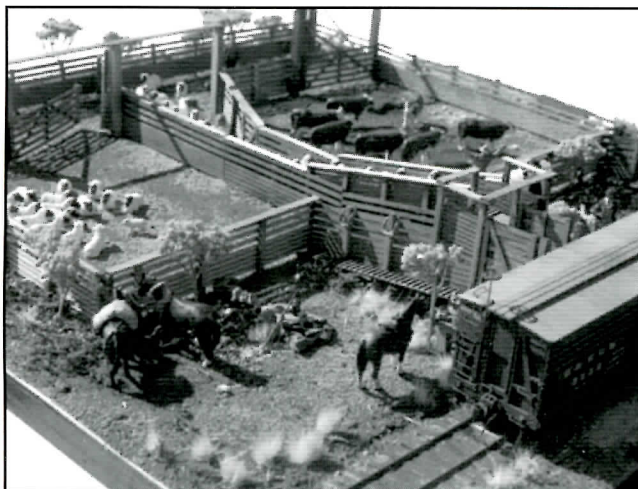
Mouse Models HO cemetery has fencing that would work in S as it is about 6' high in S. Some of the tombstones would work too. Photo above is Banta's new rural gas station.

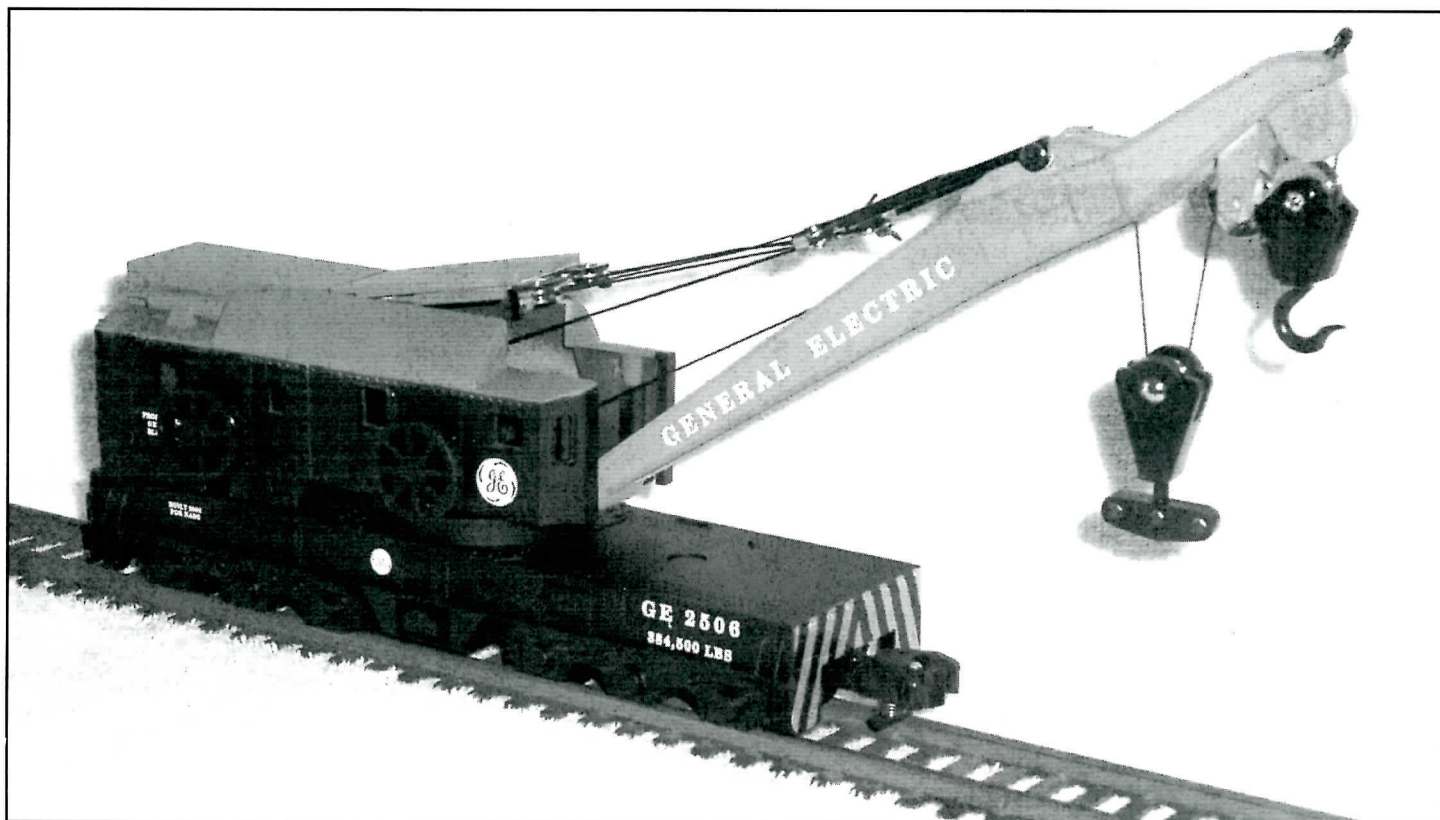


Above is the view of the 2006 NASG convention car with the coil steel loads offered by the Southeast Michigan S Gaugers. You should have received order forms for this car in the last issue.



Here are photos of some of the items mentioned in the report. The stock pen and the wood-frame house are new kits by Banta. The trailer, piano and Sn2 boxcab critter are newer items by B.T.S.





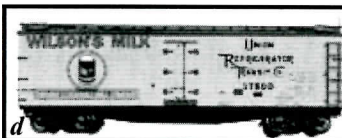
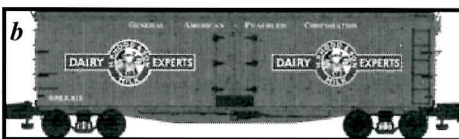
The 2006 NASG American Flyer car will be the crane car shown above. It will be the 3rd car in the GE series. Colors are black and green. See the order form enclosed with the *Dispatch*.

PORT LINES HOBBIES

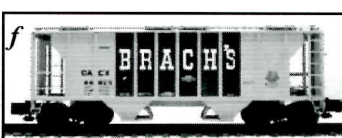
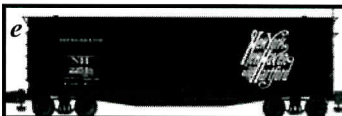


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NASG S-3, S-4 TRACK & WHEEL GAUGE - The New and Improved NASG S3 & S4 Check Gauges are made of Stainless Steel and are engraved with the words Track, Flange, Points and Wheels for the appropriate side. Instructions are included.

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NASG COUPLER HGT. GAUGE - #5 KADEE \$3.50 ea. or 2 for \$6.75						Quantity		
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								
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AMERICAN MODELS NORTHERN

A Review by Jerry Poniatowski

With Carl Tuveson

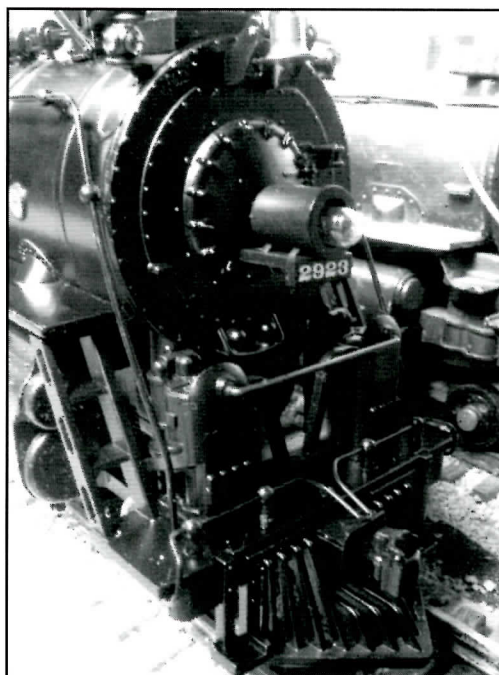
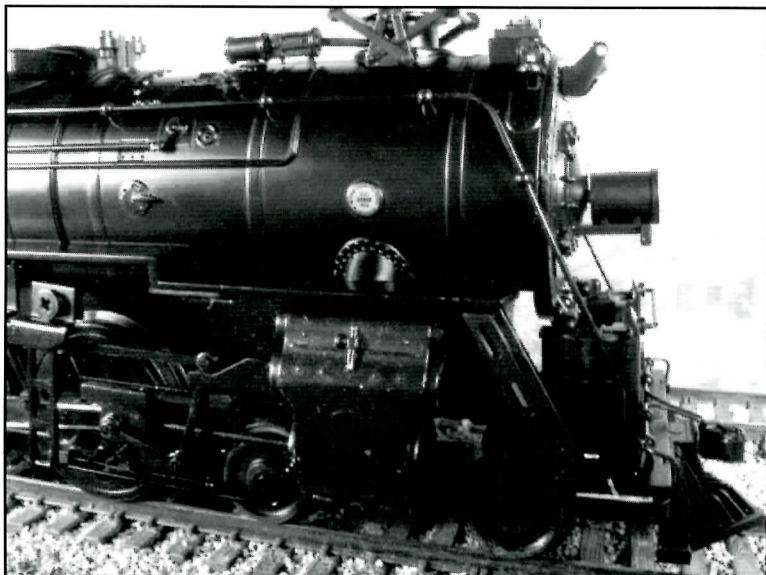
OK, we've been waiting for this engine ever since American Models announced it. So when Ron Bashista called my home saying the loco was ready to pick up and I was at work, my wife took the message and I went there immediately after work. What greeted me was a very large stack of boxes being shipped out and Ron, Zach and Karen working overtime to send them out.

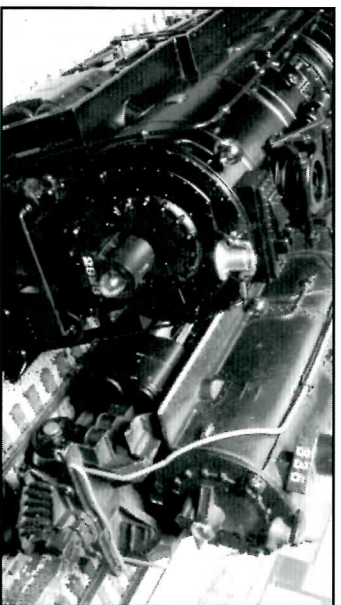
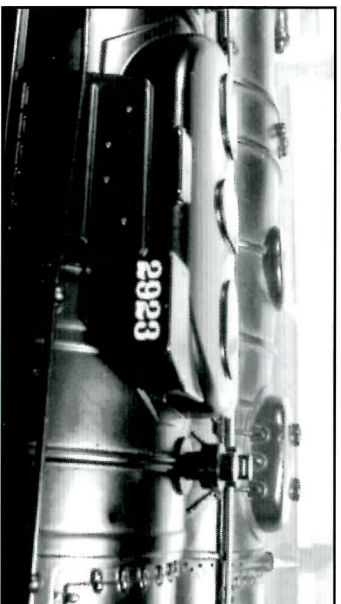
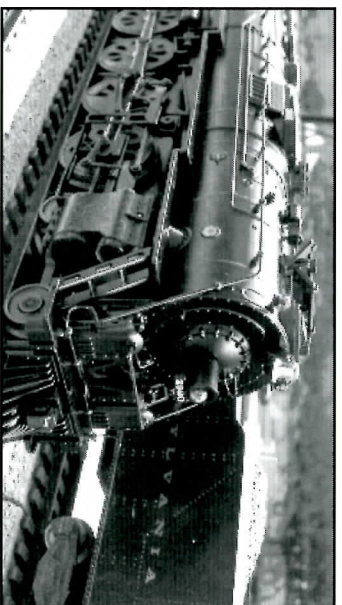
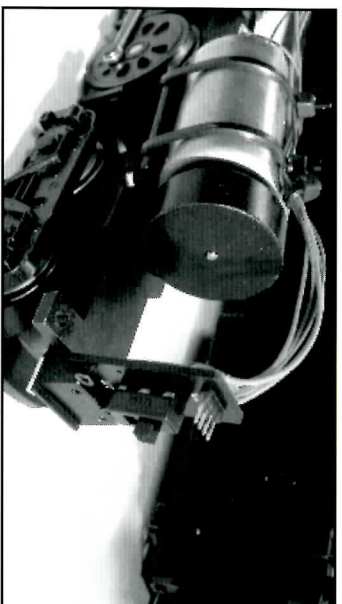
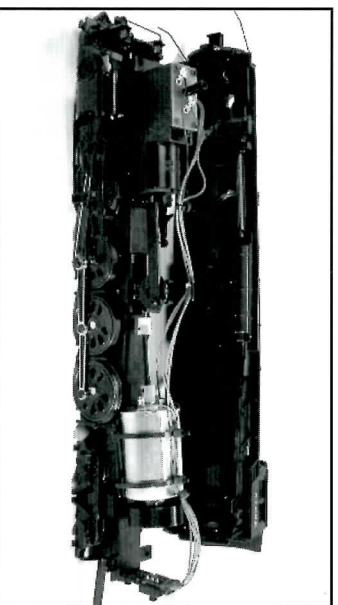
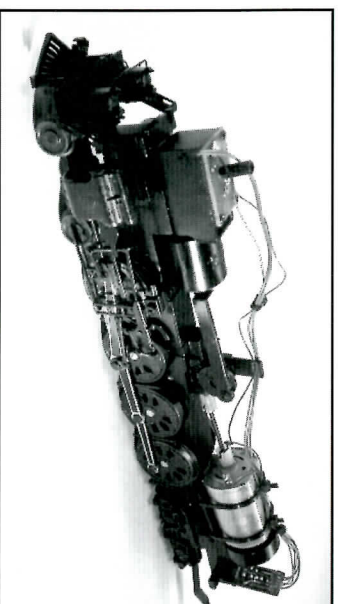
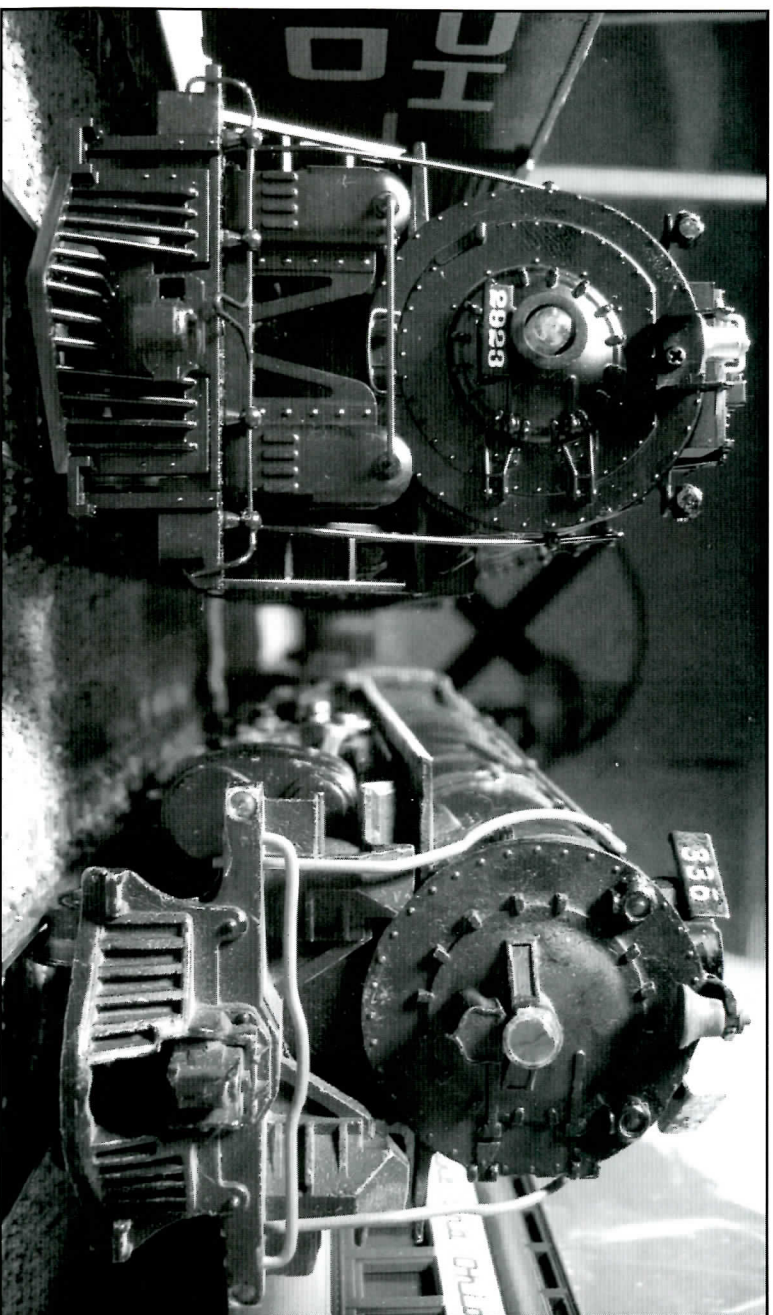
American Models really has a nice locomotive here. The box even has that classy look to it that we have seen before, but this thing weighs almost eight pounds! Taking it out of the box requires care due to the fragile parts on the underside of the tender, but lifting it by the plastic liner, and pushing it from the foam box by the holes in the bottom isn't hard. Packed with the loco and tender is a small bottle of Bart's Pneumatic Big Puff fluid and a small bulb. Included is a small bag with an extra drawbar screw and two extra springs. On my Santa Fe hirail version, all tender wheels are brass. The loco has traction tires on the front drivers (which are the only ones sprung). The two center wheel sets have blind flanges and the rear set is flanged without traction tires. The detail on this thing should satisfy most guys. The pilot is see through and has a dummy scale coupler with a moving cut lever. There is also a brass bell which swings on its bracket. Nice touch. Locomotive and tender measure 23 fl" long (minus the coupler), which makes this unit a LONG one. But it never failed to make all curves and turnouts on my tight Flyer track. All tender details are metal as are the boiler details, like the generator and smoke stack extender. The railings are separately applied, but most piping is cast in, which really doesn't detract from the appearance. I especial-

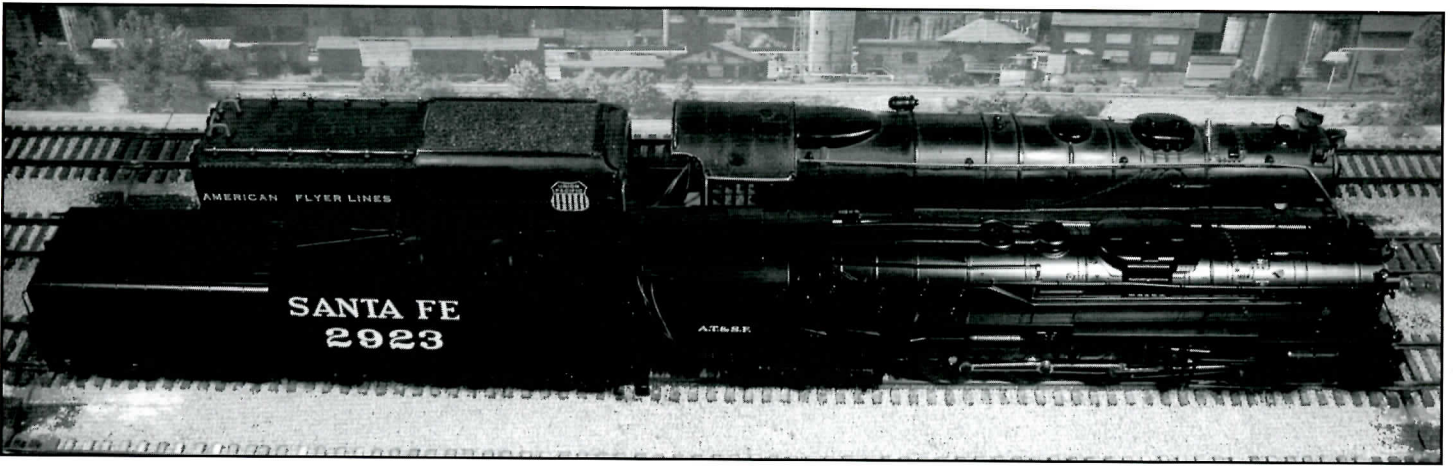
ly liked the small builder's plate labeled with very small lettering which can only be read by using a very strong magnifier. The 1918 date is incredibly small, but still legible.

Performance is very smooth right out of the box. Slow speed running gives you a chance to watch the great action of the muted drive rods and linkage. Running at quarter to third speed gives the smoke unit a chance to show its stuff. And it certainly does! At half speed, smoke production is very satisfying. After running the unit at different speeds for about a half hour, I put a string of AM heavyweight cars behind it. This thing is made for those cars. On my AC version, the reverse unit functioned without fail. The bell sounds as all AM units. You press the sound button once, and the bell continues to ring until the button is pressed again. The whistle only has one blast pattern, (one long blast with a second long modulated one), but the sound is so strong and throaty, I don't mind a bit. The heft of the tender probably has a lot to do with that.

I plan on installing working marker lights and a working back up light on the tender. For the DC version, the tender is large enough for a DCC unit, sound board, and just about anything else. There is enough room in the cab for detailing, but it will require moving the circuit board which contains the smoke switch and four pin jack. A backhead can then be installed along with a crew. But that can wait. I want to run this thing!







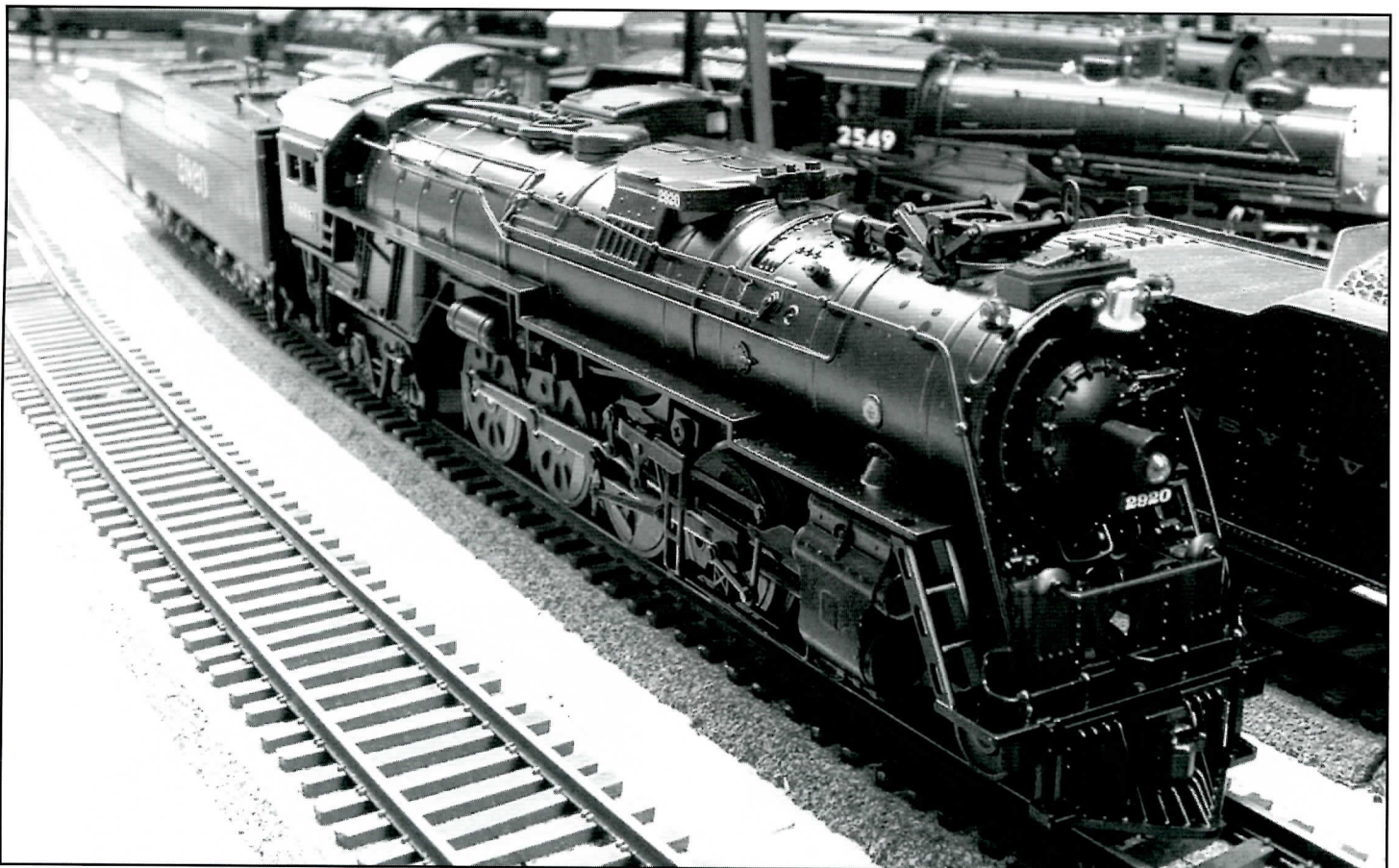
Carl Tuveson adds: American Model's new Northern just arrived and after doing a couple of laps around the layout I had to get some images of her up on the web. This is a mini review. I will be tearing her down for a TMCC conversion ASAP.

The packaging says be careful when removing the tender so the plastic parts on its underside do not get broken. Well I got it unpacked just fine but when putting the drawbar screw back in the tender my big thumb pulled off the tool box. It will be easy to re-attach.

Since I will be adding TMCC I have the DC Hi-Rail version. The Smoke and chuff work well and she is a very nice running loco. This loco is HEAVY. She gave a whopping 16 ounces of drawbar pull.

So this loco is certainly a winner. I will have more details of it's innards as I do my TMCC conversion.

Above photo by Jerry Poniatowski



Above is a view by Carl Tuveson of the new AM Santa Fe Northern.

S TRACKS

By Sam Powell

Let's Get The S Scale Trains Rolling!

This is a new column dedicated to getting more S trains rolling across the country. We have the perfect scale for model railroading. Right? But for some reason, there are not nearly as many S scale layouts as our numbers might suggest. For the most part, S scalers tend to fall into the category of armchair modelers or collectors of products that are stored away for some time in the future. I don't intend to mitigate the pleasure that can be had here, and we are glad to have you along if that is all you ever do in S. But, there is a lot of pleasure to be had in the construction of a model railroad. This column is meant to be a forum for the discussion, digestion, and dissemination of any and all information and ideas that can help us get over the stumbling blocks that might be standing in our way. It is time to get the layouts under construction. I want to help any and all of you get that thing going.

We have been saying "if only" for almost 40 years, and almost all of the "if onlys" have been met. Remember when we said, If only we had a good scale diesel. If only we had a good scale trucks. If only we had couplers. If only we had a good scale 40 foot box car. If only we had a scale steam engine. It has almost all been done now. We now have scale rolling stock that runs flawlessly, with detail that will make your eyes pop. I promised myself I wasn't going to say, "when I was your age", but, when I started in S you could not even buy wheels, no kidding. I was around when they invented the

wheel in S - now, that was a challenge. People turned their own, used converted wheels from other scales, and scrounged old scale stuff that was lurking in basements, attics and yard sales. Every train show was like an archeological dig. And yet, at that time, there were perhaps as many scale layouts then as there are now. If this is such a perfect scale, why are there not more of us building layouts? The situation today should make it easier than ever to build an S scale layout, and yet it is not happening. I am throwing out the challenge now. Let's get our "S" off the shelf. Let's get our "S" out of the boxes, and let's get some S trains rolling. It is about time. We should feel at least a little bit apologetic for our lack of layouts at this point. We need to promote construction of S scale layouts. I think it is a natural next step for our scale, and one that will make us seem more legitimate to the other scales, and to new comers as well.

A layout is a wonderful addition to your hobby efforts. It is a galvanizing focus for your hobby. It gives you a place to run your trains. It gives a great place to display your modeling. There is a level of creativity that is absolutely captivating when you get started. It can take on a life of its own that draws you in like no other phase of the hobby. It is a project that non model railroaders can view with real appreciation. It is kind of hard for non model rails to understand the appeal of all that detail on the underside of your latest freight car, but everyone responds with big eyes and wonderment to a layout, no matter how big or small. It just captivates people. It is a real gift to the rest of the world. Your family will also appreciate your hobby

more if they see things running. And last but not least, to coin a phrase, it will recruit other fence-hangers in the scale conversion business. There is more than one S scaler out there who was pulled over into S by the presence of my Penn Creek Valley layouts over the years. I know this to be true. *Sam has built 2 previous versions of his freelance S scale layout over the years. -ed.*

I have debated the subject of the lack of layouts in S with the members of the Maryland S Construction Group, or MSCG, and we have put a few ideas on the table. Here are a few possible explanations:

1. We are too old.

We are not young, but I don't buy it as an excuse. The entire hobby of model railroading is getting older, and yet HO modelers, and even O scalers have a much higher percentage of operating layouts in their respective scale.

2. Waiting for the big release.

As a group, we have a history of claiming we are waiting for the release of some item which is lacking in order to get started. Now this, I think I can buy. We have been saying for years, things like "As soon as they come out with (fill in the blank), I will start my layout." Well folks, right now, there is more available, ready to run in S than there used to be in HO. When I was a kid, (I didn't say "your age") there were precious few things you could buy RTR in HO, and not much more in kit form. The kits were crude by today's standards to boot. There were Varney, Penn Line, and Mantua steam engines, but these were all kits at first, and not very good at that. There were just a few deisels available of any kind. S is now way ahead of where HO was back then, and yet there were many, many HO layouts being built then compared to the number of S layouts today.

3. Expectations are too high.

I buy this one either. So much is expected of model railroaders these days because of the vast history of monumental layouts that have gone before. This tends to make us think we need to plan enormous, complex layouts in order to justify the effort. This thinking needs to be changed. Anything that runs is great. It does not have to be an enormous layout with mountains, and floor to ceiling scenery, and point to point operation with multiple tracks. It also does not have to have bench work that will hold up elephants. Let's forget about the past, and proceed with the child like enthusiasm that attracted us to the simple layouts we had as kids. We should applaud even a simple layout if it runs.

4. They don't have the RTR track.

I need to build a layout. OK, at some point, this is true. But, there are many roads that lead to the same place, and with just a little effort, you can get around this problem. In the strictly scale category, there is Scenery Unlimited (Shinohara) track, Tomalco track, and the old standby of raiding HO switches for points and frogs. Also, the turnouts that are available from S Helper service to match their flex track makes using their code 126 rail line of track quite possible. It is not much different than code 100 is in HO, and I have seen many HO layouts with code 100 that look quite nice. In fact, I will go so far as to say that the present Hi Rail stuff is so good that I would even use it for a scale layout if that were my only choice. Ditto for code 148 AM flextrack that you might call semi-scale. It would not deter me in the end. To concede a little to the naysayers here, I think a good RTR number 6 and number 8 turnout in hi rail, and in scale would do much to bolster the number of S layouts out there. **I think this would be a good project for the NASG to pursue.** I know it is a huge project,

but it would make the biggest difference of anything else that could be done.

5. S scalers are collectors by nature.

I remember when there was condemnation among S scalers of the collectors who took valuable Flyer stuff out of circulation, and put it on shelves. We were dying for equipment to convert, and it was becoming expensive as it got pulled out of circulation and added to collections. Well, maybe we scalers are not so different now. How many locos and cars do you have sitting in boxes and on shelves? I am not saying not to buy from the manufacturers. And if you want to buy more of it that you need, be my guest, but I am saying start thinking of getting some of it on a track. The sooner the better.

6. Complacency sets in.

We think we are going to live forever, and next year we can get our layout started. . So we sit there thinking there will always be enough time to get our plans in order and then to start. We plan, and plan forever, and feel really wonderful that we just have a plan. Well, I don't know how many of you were aware of this, but in November of 2004, I was diagnosed with a cardiac condition. Now, I am OK. Modern medicine is truly wonderful, and I am back to full health again. But this kind of thing certainly sends the message that you are not going to live forever, and if something is going to happen, it better be now. So the fun that is available in the world takes on a new awareness for me these days. I don't spend time dreaming about the future, I do it now. I also take time to smell the roses and love my family, but that is another article.

How can we promote the practice of building S scale layouts?

That is a good question indeed. We need to feel a little nudging from the S press.

-- Let's write, and solicit articles

about layouts. We want any and all of you who have anything that runs, to show it off here. In the day of digital cameras, and e-mails, getting you published is just a few clicks away. Don't wait until your layout is finished. That never happens anyway. The process is just as interesting as the finished product. -- Change your mind about how much time you have. The days are getting shorter, and these days need to be lived now.

- Scale back your layout expectations to something manageable. Always allow room for growth, but don't demand the biggest or best. Anything that moves is going in the right direction. Change your minds about what kind of layout is "OK". 'Anything is OK. In fact, I will say it takes more skill to make a small layout look convincing than a big one. So let's start the era of "small is beautiful" right now.

-- Let's start promoting a culture of S layout builders. As a scale we have been so thrilled by any new piece of rolling stock, that perhaps we have kept our sights pretty low. These days, just having good equipment doesn't cut it. Let's see it run.

-- Let's start construction group clubs. The MSCG(Maryland S Construction Group), is dedicated to getting layouts built. These types of groups bring people together for the dedicated purpose of getting each other over the hump of not getting their layout either started or over some obstacle that is in their way. It takes a special type of organization to get this done, and I will write more about this in another article at a later time.

It kind of boils down to this, if we are a bunch of old, complacent, dreaming, collectors of scale equipment, who are intimidated by today's higher than reasonable expectations of layout construction, then how are we going to attract young modelers, or converts who might shift the psychological demographics of the scale? The answer is, we probably are not. So let's change ourselves from

the inside. Now, I have heard all the whining in S that there has been. But it seems there is hardly anything left to really complain about. I know you can still think up things to be miserable about if that is your intent, but any shortcomings in S is pretty minor stuff compared to the lack of wheels in S scale. I'm sorry, but I cannot be too sympathetic. Don't focus on what we don't have, or what is not right, and just get to building layouts. We have everything we need to get those S scale trains running, and start showing them off to the other poor modelers who do not have the good fortune to be in S. In the mean time, start thinking about your future S scale layout, and get some tangible action item in sight that will allow you to actually get started.

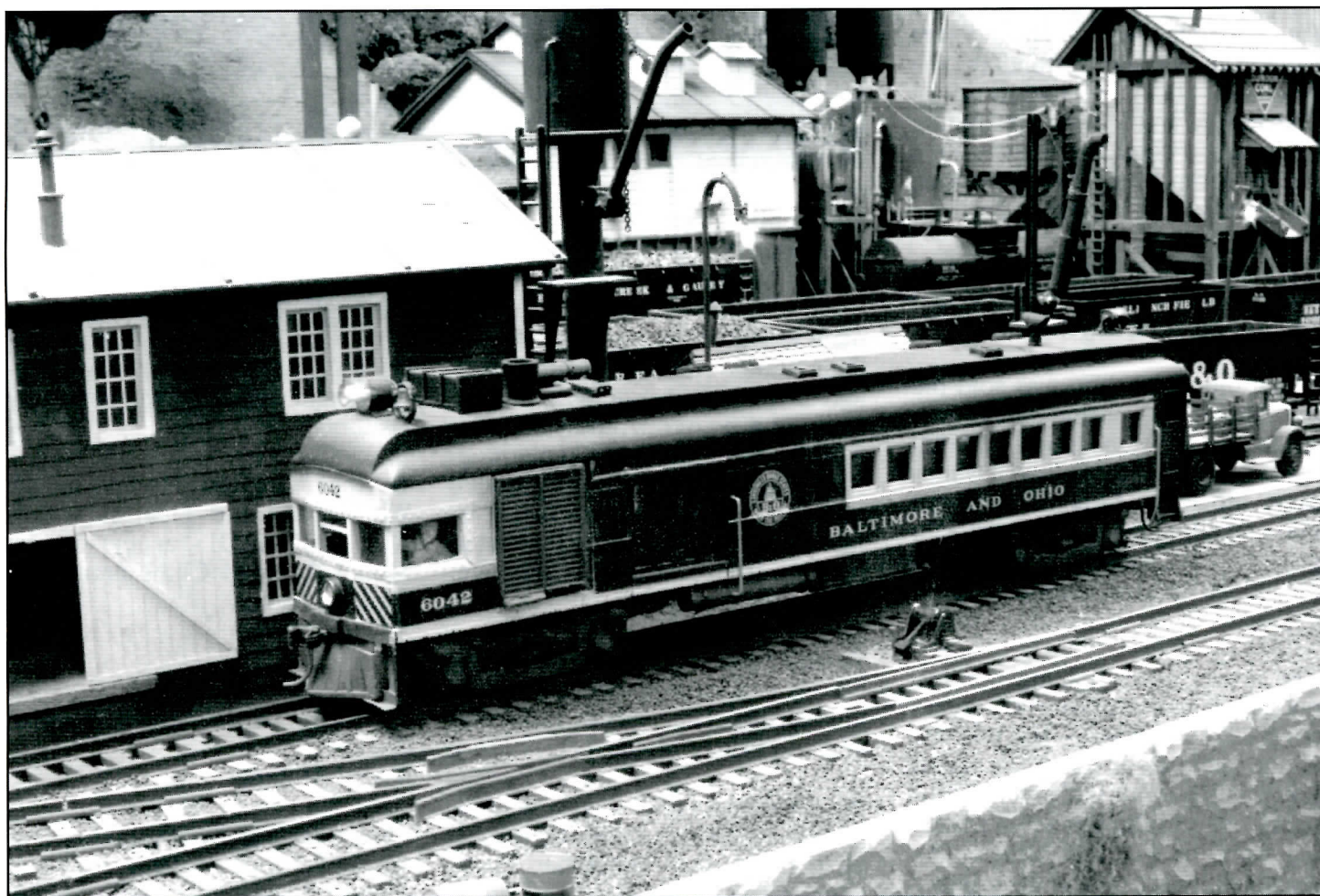
If you have a layout of any kind, don't hide your light under a bushel. Let us see it. Snap a picture of it, and e-mail it to me, spowell786@aol.com

I want to hear from as many of you as I can. Don't be modest. Don't consider your efforts unworthy. Even if all you have is a small diorama, we want to see it. If you have questions, this is also the place to send it. I can answer the questions to the best of my ability myself, which will show up in print, and hopefully we will get alternative responses from readers which we will print in later issues. I want to get a helpful dialogue going here that sets a healthy, constructive tone that will help us all enjoy our hobby more completely. All phases of layout construction will be considered, from planning

to benchwork to scenery, wiring, and then operation. I have a feeling just getting some mental roadblocks out of the way are all that will be needed for many of us. Let's hear from you.

Sam Powell
wpowell786@aol.com
address in Directory.

And one thing I'll add to Sam's excellent essay - If you have a layout that's presentable, even partially finished, put it on a tour when any organization is having a meet or convention in your area. This could be the NMRA regionals, NMRA Nationals, TCA, NASG, or even small local S meets. Committing to an open house, even round-robin club meetings, tends to spur construction to have something new to show off. - Jeff



A scene from Brooks Stover's Buffalo Creek & Gauley. Twice a week, B&O Railcar #6042 makes a round trip to Widen. The body for the model was built from an American Models passenger car. See article on page 17.

A PERMANENT CLUB EXISTS

Jeff, I read your article in the February *Dispatch* with interest. The Nauset Model Railroad Club on Cape Cod does have an "S" group with a layout that was once portable but is now moving to permanent in the Club home in Orleans.

The reason for the portable layout was lack of a home going back 10 plus years. The club is a multi-scale organization working to encourage all forms of model railroading. We were asked to have a Christmas storefront display in the early years and of course there had to be an S highrail layout. There are just a few of us in the section but the layout has always been ready to run. After an up and down time for several years we did find temporary security in a storefront for a couple years. During that time the layout attended the National TCA Convention in Providence and returned to routine operation. Next move was to a vacant room in a Pizza shop then displacement to the basement.

During this time the only club layouts up and running were the S and HO. (good company!)

When the pizza shop was sold the big move to permanency was made. The club found a 3000 square foot space below a shopping block in Orleans with an understanding landlord. Yes we do pay rent. We moved in in January of 2005 with areas allocated to all scales.

The move meant making the layout larger and working to having permanent layouts. What you see in the pictures is the progress so far. It is slow but with the goal of being open to the public and sharing trains it will take time. The wonderful thing here is the number of people that come in and ask about S and many think they are looking at HO. We can't count the



times that a person has come in and said "Oh I have some American Flyer from my childhood, it won't run now will it?" We invite them to bring the equipment in and many times we'll have their trains running before they leave. Talk about watching people smile and enjoy! Another enjoyment is spending hours explaining S to people and answering questions. I always tell them that S is far superior and boy does that get a reaction from HO and O. Hey, we are selling our scale!!

We have had multiple formal open houses and have some coming up this spring. The club is regularly open on Friday nights 7-9.

We were honored to have a picture of one of the scenes on the layout pictured in the September 2005 *Classic Toy Trains*.

So you see Jeff there is a permanent S club with a permanent lay-

out operating in one location. As we work on the layout the portability will become less obvious. The real point is to enjoy model railroading!!

I'd be glad to answer any questions, and certainly welcome any visitors.

To the "Greatest Hobby in the World" and the greatest scale!! ALL ABOARD! at the Nauset Model Railroad Clubs permanent S gauge layout.

- Roy

Roy E. Jones III
President, Nauset Model Railroad Club.
NASG Member

I had a feeling, I'd drag one out of the woodwork. Also, the Alto Model Museum Association in Altoona has a permanent setup at Lakemont park. - Jeff

AN UPDATE ON ... **THE BUFFALO CREEK & GAULEY**

By Brooks Stover

I have been modeling the Buffalo Creek and Gauley RR of West Virginia for about 25 years. My third S gauge layout depicting the picturesque coal hauling shortline, and the logging branch owned by the parent Elk River Coal and Lumber Co., has been under construction for about 10 years and is coming along nicely. I look forward to sharing it with attendees of the "Southern Michigan Express", the NASG National Convention to be held in Pontiac, Michigan August 2-6, 2006.

The layout occupies a room measuring 44 feet by 25 feet. It is an

around the wall design with a large peninsula. Scenery above eye level separates the two sides of the peninsula. The conventionally constructed benchwork is 100% complete and all the track is installed and operational. American Models track and turnouts are used. At the time of the convention, scenery will be complete or nearly complete on about 70% of the layout. Examples of the level of scenery detail are visible in the photos.

The layout is controlled by North Coast Engineering's (NCE) wireless DCC system. All the locomotives are equipped with Soundtrax

digital sound. During operating sessions, car movements are controlled using a car-card system.

The prototype Buffalo Creek and Gauley operated up until 1963. At that time the motive power roster consisted of 3 Consolidations, one that the railroad had purchased new in 1926, and two hand-me-downs from nearby shortlines. Until recently, I used American Flyer 0-8-0's modified with the addition of a pilot truck to represent the BC&G engines. I was thrilled to learn of "S" Helper Service's plan to build a B&O Consolidation. These beautiful engines are replacing my old converted Flyer units and have brought a new level of detail and realism to my steam motive power.

All of the structures on the layout



In the late 1950's, the B&O's Grafton local that serviced the BC&G interchange was usually handled by a pair of Geep's.

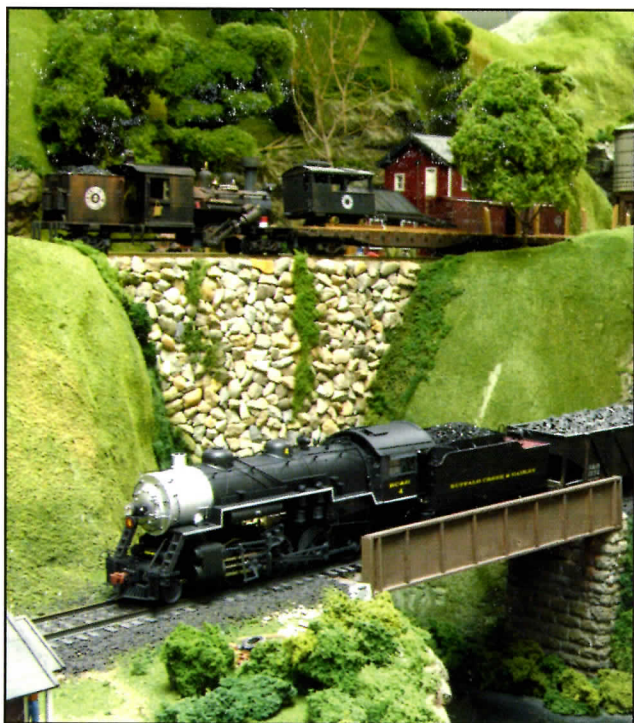


Above: On this day ERC&L #25 is doing the work out on the Lilly Fork logging branch. The log loader and bobber caboose were scratchbuilt from prototype photos. **Below:** Engine #4 is pulling up to the sand tower at the BC&G's modest engine facility at Dundon in preparation for the day's run to Widen with a string of empties for the mine.





At the end of another day on the BC&G, Consolidation #4 is on the bridge at Gabriel's Crossing with a load of lumber and a string of hoppers bound for the B&O interchange.



Above: Consolidation #4 is on one of the many bridges crossing the Buffalo Creek while in the background a log train works the branchline near Majestic.

are scratchbuilt, each one from photos of the prototype. In some cases considerable license has been taken to meet the requirements of the space or trackplan, but in all cases I've tried to maintain the character of the prototype structure. Scratchbuilding has ensured that not only are the buildings reasonable representations of actual buildings that once existed, but that they are unique to my layout.

During the course of collecting information

to aid my modeling, I have accumulated a number of items of BC&G memorabilia including such things as switch locks, an unused kerosene lantern, two candlestick telephones from the BC&G's yard office and numerous pieces of the railroad's paperwork. These items are displayed in the layout room.

I am part of a round-robin operating group of about 12 other individuals. One of the biggest sources of satisfaction in the hobby for me is watching the others enjoy themselves while reproducing a day in the life of the BC&G in 1:64 scale!

I look forward to seeing you at the BC&G in August!

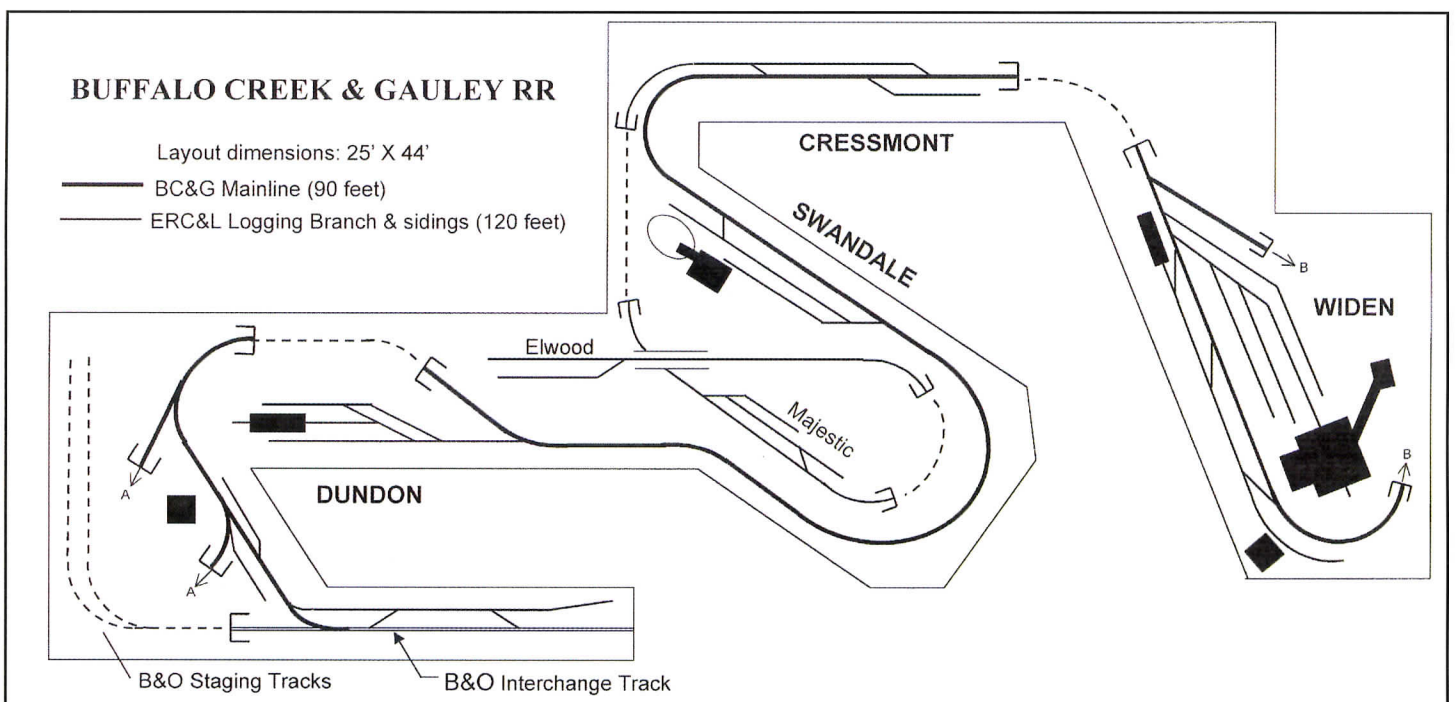
Photos and drawings by the author



Diesel #20 idles next to the yard office at the Swandale sawmill amidst a sea of drying lumber.



The BC&G hostlers were known for keeping the engines in immaculate condition, as evidenced in this photo of #4 switching at t Widen.



MULTI-PURPOSE BUILDING

BY GERRY EVANS

I bought the Multi-Purpose Building (MPB) kit from Allegheny Models, 1410 Pembridge, Cincinnati, OH 45255 at the NASG convention in 2004. While Allegheny Models may still offer the MPB, it is now shown on the Mountaineer Precision Products web site, www.mpp-models.com. The list price, per Allegheny Models was \$96. I paid \$64, and the price on the MPP site is \$60.

The kit, as purchased, consists of laser-cut plywood. The laser-cut pieces are neat, sharp, and easily removed with a straight-edged Exacto blade. Included with the kit was some tissue paper to be used as roofing. And, among the plywood pieces was a stair jig that turns stair-making into a joy instead of a nightmare. This little aid on its own is almost worth the price of the kit.

The MPB can be almost anything the modeler might desire. For this example, I turned it into the Olsen Feed and Hardware store. The kit

goes together so easily it almost assembles itself. I would recommend the MPB to anyone at any level of model-building. I used brown glue applied with a toothpick for everything except the window glazing. The modeler has to supply the glazing.

The kit as offered by MPP includes peel and stick roofing. It also includes a smokejack which was not included with the Allegheny version. For the example, I used B.T.S. (www.btsrr.com) peel and stick roofing rather than fight with the supplied tissue paper. I also installed a JAKS smokejack over the office with a small piece of styrene for flashing.

The various items strewn all over the dock come from Banta Modelworks (www.bantamodelworks.com), and JAKS (www.jaksind.com), and Trainstuff LLC (www.trainstuffllc.com). Except for the roof graphic all other signs are Woodland Scenics (www.woodlandscenics.com) dry transfers. The roof graphic is part

of a leftover stencil from a Bar Mills kit. Their website is (www.barmillsmodels.com).

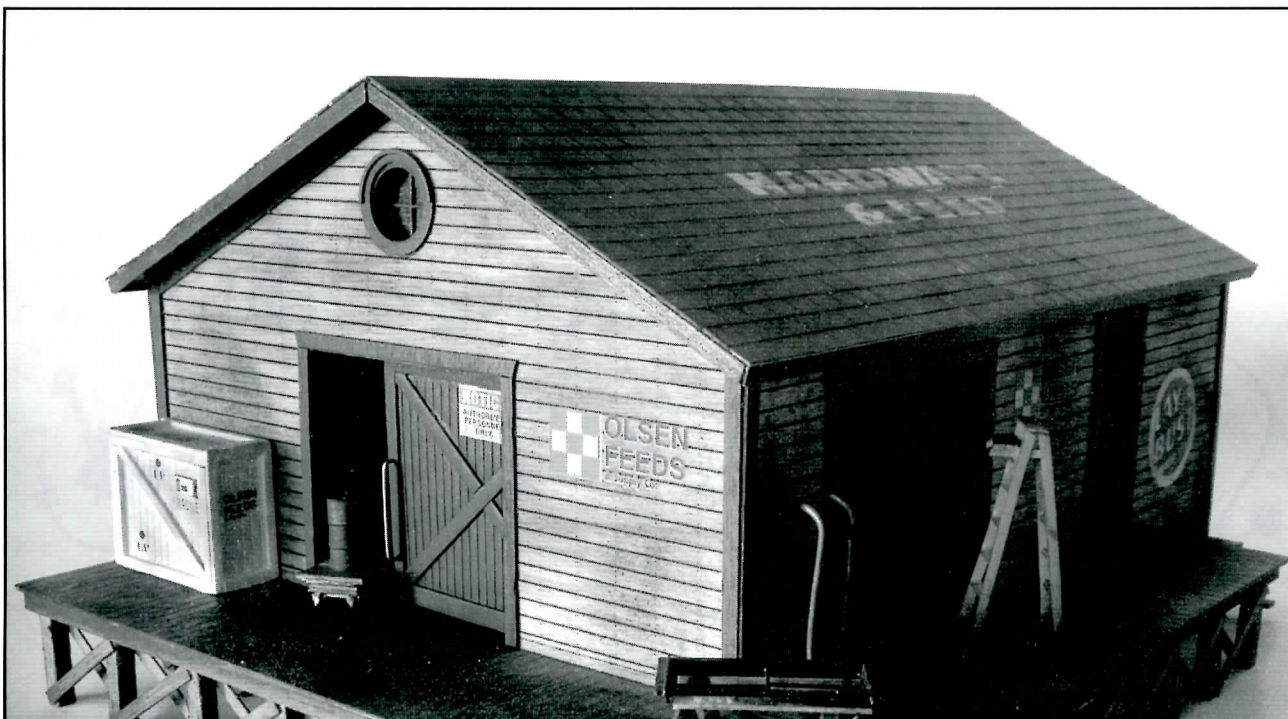
Once the basic structure was built, I sprayed the whole thing with Min-Wax aerosol spray. The trim and windows were sprayed with dark green Krylon aerosol. All weathering was done with chalk. I also added an office to the interior. This is easily done with some basswood sheet stock.

The only things I added to the kit were the roof eaves, doorknobs, and brass handles on the storeroom sliding doors. I cut the eaves from some small basswood strips, and I made the doorknobs using straight pins. The brass handles are grabirons. I left the roof unattached in case I wanted to detail the interior in the future.

The footprint is 8"x5.5". This little gem would make an attractive addition to any layout, and you can turn it into just about anything you need. This is the most laborsaving kit I've ever put together.

Here is a closeup of the front platform with painted details in place.

Photos by the author





Gerry Evans used the Multi-Purpose kit as a small-town feed and hardware store. It would also make a nice freight station.



HOW ABOUT A BASCULE BRIDGE

By Dick Karnes

So you want a spectacular railroad bridge across that navigable waterway in your harbor scene? And what's that? You don't want a project that'll take the rest of your life to complete? Well, how about a well-designed plastic kit that won't require more than about a dozen hours to complete? That's exactly what I found in my local hobby shop - Walthers' HO bascule bridge!

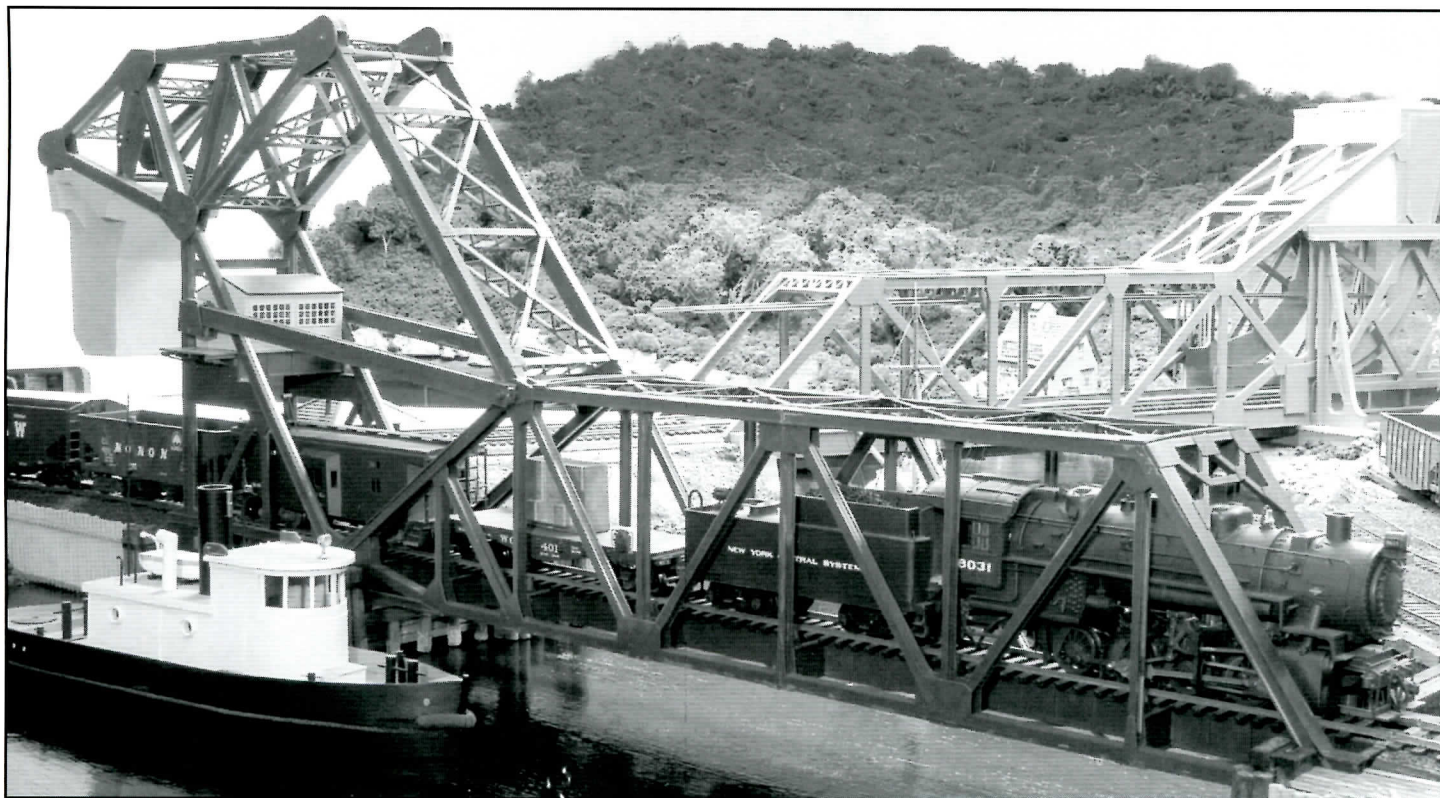
This is truly a large structure. It's nearly three feet long from tip of moving span to outside face of counterweight. The length from entry portal to movable-span tip is 28", and the movable span itself is 22" long, or nearly 120 scale feet. Height from the bottom of the fixed portion's steelwork to the top of the walking beam is 12" (64 scale feet). Interior lateral clearance is 2-7/16" (13 scale feet, the standard distance between multiple-track centerlines); clear height above code 100 railhead is 3" (16 scale feet, the absolute minimum on older east coast railroads). I model 1925-1955 northeastern USA railroading, so old-fashioned prototype clearances are all that I need - No Husky Stacks here!

I made no modifications to accommodate S scale loco

weight, and the bridge does not sag. The loco I use on this branch is the heavy zamac and brass 0-8-0 in the photo. I did, however, reduce the depth of the hollow counterweight by 1/2". Although the stock counterweight does not intrude within the 3" vertical clearance, I thought it looked too low and bulky.

I built the bridge to actually work if I ever want it to, but the track through it is continuous and removable. The motor is not powered, but I did try it out before installing the bridge, and it works well. The DC motor can be reversed, and in fact the kit comes with a diode matrix that reverses the direction of the bridge motor. However, the limit switches in the kit are really hokey, so I did away with the matrix and the limit switches. If I ever power the bridge I'll use microswitches to stop the motor and a simple dpdt switch plus diodes to reverse it. If you actually power the bridge, you'll need to load weight (like bird shot) into the hollow counterweight.

I used a real high tech method to secure the center of the through flextrack section to the bridge deck. It's a small rubber band that wraps around the underside of the support girders and grabs the opposite ends of one



On the Port Hudson branch, P&LE Class U-3k 0-8-0 #8031 trundles across the Stuyvesant Creek bascule bridge on its way to work the port's car-float yard. The bridge is a stock Walthers HO kit whose only modification was a cosmetic reduction in counterweight depth. Loco #8031 is comprised of American Flyer superstructures detailed with S Scale Loco & Supply parts and a lot of "scratch," sitting on an SSL&S chassis. *Photo by Dick Karnes*

flextrack tie in the center of the movable span. This flextrack is connected to fixed hand-laid rail on both ends of the bridge with standard rail joiners. The joiners can be pushed along the rails (off the joints) so the entire bridge can be removed, which I still have to do to paint it.

In this shot, one gets a feel for the height of the Walther's bascule bridge. The scratchbuilt brass and copper N&W hopper car at left was started by Barney Daehler and finished by the author. The Monon hopper is a stock SHS product. The author built the bay-window caboose from an old Locomotive Workshop brass NKP kit.

Photo by Dick Karnes



Jeff's Jct. cont. from page 5

be a neat style bridge in styrene for our S market as well.

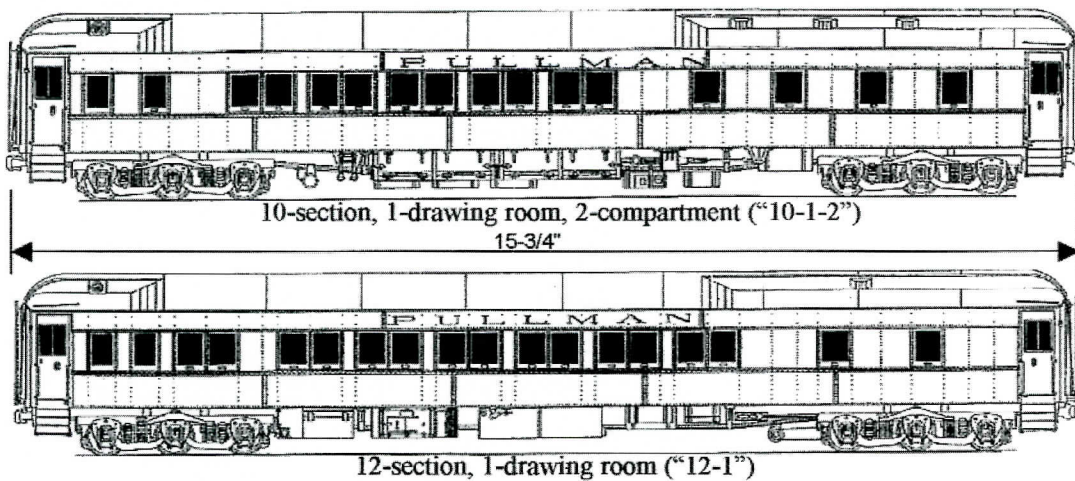
If bridges such as I mention are available in regular

supply and marketed heavily to the hi-railers (with scalers kept in mind) then S would take a step ahead in getting those layouts built. And the easier it is to get a layout going, the more likely the S modeler will buy more rolling stock and locomotives.

- Jeff

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THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** are planning to attend and set up their S modular layout at the Great Train Expo (was Greenberg Show) on April 1-2, 2006 at the Shriner's Hall, Wilmington, MA. The Greenberg Shows are operating under the name of "Great Train Expo" and the GATS shows under the name of "The Great Western & Atlantic Train Shows". The club recently welcomed new members Ed and Bobbie Stead, so Helen Lenart, VP of the club is not the only "official" lady member of the club. Member Paul Riley hosted the February meeting, held on March 5, at his home in Peabody, MA after a snow storm dumped 18 to 24 inches of snow in the Boston area on the original date. The convention committee of the **BSG** met at the Double Tree Hotel in Lowell, MA. to refresh their memories of the location of the NASG Convention in 2008 and to meet with several members of the hotel staff. Club member Bob Hogan has had a several-part article published in the *S Gaugian* magazine describing the construction of Southern Pacific passenger cars. Bob is an accomplished modeler and moved from the west coast to the Boston area, and now has again relocated.

The recent issue of the *S Scale Quarterly*, newsletter of the **Canadian S Modelers** has a photo of an American Models E8 diesel which was painted and slightly modified by Ken Garber. Ken describes the painting and lettering (he used decals) and ended up with one fine looking model. The loco has DCC and sound, both added during the painting and finishing of the model. The **S Canada** Modelers are considering attending the 2006 CHRA/CARM Convention to be held in Montreal on May 19, 20, & 21. The club

members could travel via rail to the event, and a group rate could be purchased for the trip. The Canadian Railway Museum in Montreal is recently refurbished and improved and would be a feature of the convention. Jim Martin reported on the layout display set up at the February train show in Copetown, Ontario by members of the S Scale Workshop, a group of approx. seven members some of whom belong to the **S Canada** group. The layout is a point to point modular set up comprised of 18 sections assembled into a horseshoe-shaped 92-foot long run. Many of the sections can be incorporated into the home layouts of those who have them, eliminating storage problems.

The **Connecticut S Gaugers (CSG)** held their February meeting at the home of Larry Hally in Branford, CT on the 25th of the month. Larry is skilled at repairing and restoring various S gauge AF trains and it is always a thrill to visit his home and have him explain how he resurrected a particular loco or car. President Bill Fuhrman conducted the meeting and it was voted to send support to an S gauge club in the gulf region that has had serious damage to their train layout. The club attended and set up their modular layout at the Cheshire High School Train Show held on March 5. This show is the first place that the club displayed their layout under the leadership of club founder Bill Krause (deceased). There was some difficulty operating trains until a pesky short circuit was located and resolved. Both scale DC and AF AC trains can be operated on the layout.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of Larry Covey in Longmeadow,

MA. for their January meeting, and ten members attended. Bob Gravel held the February club meeting at his home on the 16th of the month. The club members plan to have a get together at the Palmer, MA./ RR station on June 17, 2006. This will be a meeting/lunch affair with guests (wives, girlfriends) invited. The station has been recently renovated and now includes the Steaming Tender Restaurant. Steve Allen suggested the idea that the **PVSG** should have a club banner with the club logo on it. Member Dave Sullivan will supply the material for the banner.

The **Western N.Y. S Scale Assoc. (WNYSSA)** recently welcomed a new member from Depew, N.Y., Irv Reinig. Irv was signed up at the TTOS Train show held at Leonard Post, Cheektowaga, N.Y. on January 28-29. Approx. fifteen members attended the show and helped with the layout set up operation and tear down. Club members Ron Kemp and Bill Barren donated an AF 282 steam loco and an Arcade & Attica train set for the club use at train shows and displays. The club is planning to have a banner made by Buffalo Creek Graphics. They need a scaled mock up of the banner two feet x four feet, with the wordage that should be on the banner: "Western New York S Scale Association". They will be participating in a Central Terminal Train Show on Sept. 10, at the Terminal in Buffalo, N.Y.

The **South Jersey S Gaugers (SJSJG)** had an American Hi-Rail RDC car and SHS 2-8-0 steam loco demonstration at their January meeting. The meetings are held at the Stratford, N.J. Senior Center, in South Jersey. President Hank Worrell brought the RDC car and a loop of track that was used to operate the S trains. Seventeen members attended the meeting led by President Hank. Members Wayne Schneyer hosted an open house on Jan. 21,

and it included a clinic on "building structure kits". Wayne also held another open house on March 23, 2006. The first open house was on the date of a very large snow storm. The club has been constructing a new layout to replace or augment the existing one that has been in use for past years of time. Progress on the construction and completion of the new layout has been slow and the club discussed this at a recent meeting. Help is needed from more members to lay track and construct protective boxes.

One memorable event reported in their newsletter was the set up of a small S layout at the Blackwood RR Station in December by several members of the club. The event was sponsored by the Woodbury Ladies Garden Club and held on Dec. 5, 2005. Students from the Washington Twsp. High School Music Dept. serenaded the visitors at the event along with some Sweet Adeline's who were members of the host club. The **SJSG** also displayed their layout at the Riverton, N.J. Christmas Tour. The Boy Scout Troop led by Kenny Palmer helped operate the trains at the event. This event has been attended by the club in past years.

The Neshaminy Valley AF Club (NVAFC) held their 189th meeting at the home of Jerry and Theresa Hillier on February 10. The club members are considering admitting several new members. In past years the number of members in the club was fixed so no new members could be admitted. Ray Nase and Rich Quinn were given membership applications so the ranks of the club might be expanded if they choose to join the club. The club attendance and membership rules were summarized and presented to the members at the meeting. In mid-February the club visited the layout of Fred Muntzer, an expansive O gauge layout in Warrington, PA. Club member Paul Fenn made arrangements for the visit. The

club was invited to set up and operate their layout at the Atlantic Division of the TCA, held on March 12, 2006 in the Plumber's Hall, Philadelphia. Members of the club were to discuss the possibility of bringing their layout to the event and operating it for the day. Mike Ramsey coordinates the club activities and writes the newsletter which is distributed via e-mail.

The Susquehanna S Gaugers (SSG) recently visited Francis and Cletus Waldman to view and operate a large HO layout. After visiting the Waldman's, the club members gathered at the home of Mark and Doris Anderman to view their Christmas layout and hold their first meeting of 2006. The host's layout was featured in the *S Gaugian* magazine, in November, 2005 with photos taken by Jim Ingram. The club meeting was to set the schedule for future gatherings and activities, and Jim Ingram proposed a schedule whereby each member who has a layout could be visited. The members planned to have a "steam-up" at the studio of Mark Anderman on April 1-2. This event was held last year and the turn out was smaller than hoped for. A club picnic is planned for the summer months and Mark Wertman will host the event.

The Pittsburgh S Gaugers (PSG) met at the home of Andy Lorence near Squirrel Hill Tunnels on Sunday March 26. The first *Coffee and Trains* get together was at the Kings Restaurant in Harmerville, PA. off PA 28 on March 13. Club member Jim Fahrion suggested the *Coffee & Trains* events, so members can get to know each other. The events are scheduled between the regular meetings. At the February meeting of the club various members brought train-related items for show and tell. Dick Fornwalt brought a post war tinplate S gauge train made by a Japanese manufacturer. Andy Lorence is going to spread as S scale farm combine load over three flat cars. Dave

Felmley brought the powerhouse model that he built for the modular layout. Jim Fahrion made some hopper loads using insulation board that he carved.

The Lehigh Valley S Gaugers (LVSG) have reached out to the S scale and other RR and model RR aficionados with their very fine informative web site to let them know what was going on and the activities of the club. In an attempt to make the *New York Times* best seller list they were sending out over sixty copies of a ten page newsletter to various interested parties and club members, but in an effort to reduce costs, the web site was established instead. The club met at the home of Barry and Gloria Mertz, in Allentown, PA. on Jan. 15, 2006. A highlight of the meeting was the presentation of a set of the club's new Spiral Hill RR coal hoppers to member Frank Titman. Frank's S scale layout is the Spiral Hill. Members attending enjoyed operation on the S scale Pennsylvania RR that the host has in his basement. A recent newsletter issue has a photo of a very large weathered custom built Penn. 2-10-4-J1A steam locomotive complete with a 210 F84 tender. The loco barely makes it on a turntable on Barry's layout without hanging off the ends of the turntable. The host's layout features a new barge area where train freight cars can be loaded onto and off the barges. The club website is: www.lehigh-valleysgaugers.org Bill Fraley edits the club newsletter as posted on the club website.

The Potomac Valley S Gaugers Assoc. (PVSGA) met at the home of Dick Cataldi, in Vienna, VA. on Sunday March 19. The agenda was planning and business, not a module work session. The club is planning for the up-coming National Train Show in Philadelphia, PA. on July 7-9, 2006. Work must be done on the modules with scenery a top priority. The National Train Show will

include dozens of operating model railroads scattered around the exhibit hall, with the space devoted to layouts at 46,000 sq. feet, out of the total 180,000 sq. feet of the show. The show is sponsored by the NMRA and Model RR Division of the Hobby Manufacturers Assoc. in conjunction with the NMRA National Convention on July 2-8. It will be held in the Penn. Convention Center, 1101 Arch Street, Philadelphia, PA. The **PVSGA** displayed a layout at the Chantilly Train Show, on February 11/12. Bill Oertly, Dick Cataldi, Luther Stephens, Wayne Schipp, Dave Gillaudeu, and Richard Lind set up the layout at the Dulles Expo Center, Chantilly, VA. Difficulty was experienced with the turnout operation until it was remembered to break a purple/grey wire connection. Other clubs at the show included the Baltimore Area AF Club (BAAFC) and the Atlantic Coast S Gaugers (ACSG), representing S scale very well. A recent issue of *The Call Board*, unofficial newsletter of the club included an article on foam scenery written by Richard Lind, editor of the publication.

The Baltimore Area AF Club (BAAFC) set up and operated their layout at no less than three train shows in February, 2006. These included the Great Scale & All American Hi-Rail Train Show, Timonium, MD; World's Greatest Hobby on Tour, Chantilly, VA.; and the Great Train Expo, Upper Marlboro, MD. The January club meeting was held at the Marley Station Mall and hosted by Sue, Paul and Russ Love. They are a part of a group of modelers who set up and operate a layout during the holiday season. Receipts are donated to charity. The layout is in a storefront at the Mall. The layout was very large, measuring 10 ft. x 38 ft. and primarily O gauge. There was one AF S scale operating loop. The members attending enjoyed the operation of the layout. Member Dave Blum hosted

the club meeting on March 18. The club set up and operated their layout at the TTOS Train Meet, Earleigh Heights, MD. on March 12. On March 25 the club displayed their layout at the Hartly Train Show, Hartly, DE. They also set up and operated their layout at the Great Scale & All American Train Show on April 1-2, in Timonium, MD. Ron Kolb coordinates the club activities and edits the club newsletter.

The Suncoast AF Enthusiasts (SAFE): The club welcomed a new member, Al Dubeil, who found out about the club at their train show in December. The club is considering a future schedule of their train displays. There are some new national train shows that would be a good venue for the layout display and operation. Lynn Keiter will be making recommendations on what accessories might be used on the layout to enhance interest to visitors. Kevin, Lindsey, and Katie Mineer hosted the club members for their meeting in March. The February meeting was held after a tour of the local CSX Railroad facility. Several club members work for the CSX and helped to arrange the tour. Gene Vrooman coordinated the event, making reservations for those attending and arranging for the tour.

The Chicago Assoc. of S Gaugers (CASG) publishes their newsletter, *The Chicago Flyer*, to report on local train activities and describe club events. The club usually meets at the St. Paul Lutheran School, Melrose Park, IL. The club is sponsoring the 2006 Fall S Fest, and committees are doing the preliminary work to insure a successful event. Andy Jugle is the general chairman, with other members assuming responsibility for various phases of the event. The meet car (S scale) will be the remaining AF boxcars from the 2002 Fest, that will be stripped of their prior paint scheme and repainted and lettered for the 2006

event. The club is also considering the purchase of a Fest Truck, that could be made by Tonkin Replicas, manufacturers of the American Highway Legends line of 1/64 vehicles (originally from Hartoy). The Fall S Fest will be held on November 3-5, 2006 at Tinley Park, IL. The club has two modular layouts, a standard S gauge one (CHASM) and an S narrow gauge one (CLANG). Both layouts were set up at the NMRA Div. High Wheeler '06 Train Show, on March 4/5 at the Harper College Athletic Bldg., Palatine, IL. The CHASM layout was set up at the All American RR Show, on March 11, at the Lyons Township High School Field House, LaGrange, IL.

John Mann, a club member, sent a note telling of the passing of his father, John C. Mann on December 17, 2005. He was 94 years old and enjoyed reading about the club activities and people planning events and activities of the club. John and his dad were charter members of the **CASG** when three to five people first met. John went off to college around 1968-69 and when graduated returned to the Chicago area to again attend the club meetings. The club met in member's houses until they outgrew these venues and met at the Lincoln Federal in Berwyn, IL. thanks to Joe Juranek. John served as VP of the club under Ben Wilbur when they hosted the NASG in 1976 for the annual convention. John served as President of the club for several years until he moved in 1982. John maintains his membership in the club.

The Cuyahoga Valley S Gaugers (CVSG) had trailer trouble. The white trailer used to transport one of the club layouts had a problem with the springs/axle mounting, and needed repairs. Club President Lee McCarty noticed a shop that sold trailer parts, and he obtained the parts and got Max Gruber to effect repairs. The trailer is now back "on the road". The **CVSG** is organiz-

ing the Spring S Spree to be held this May 5-6 at the Carlisle Inn of Walnut Creek, OH. Plans are underway for the event, including advertising, a Spree car, and other details. Galen Hoover will be in charge of touring the Amish country area for those attending the Spree. An antiques tractor demonstration will be held in the hotel parking lot for those attending the event. The **CVSG** set up and operated their Hi-rail and tinplate layouts at the NMRA Sponsored Train Show, on March 18-19, at the Lakeland Community College in Mentor, OH. The club was asked to bring their scale layout to the NASG convention in August, in Pontiac, MI., and members must decide whether to bring the layout.

The Miami Valley S Gaugers (MVSG) met at the home of Norman Hass for their February meeting. The club members welcomed new member Dan Arrasmith. Operations on the host layout were enjoyed by those attending, including Tony Garza's beautiful silver steam set with a custom observation car. Club member Norman Brown is participating in a celebration of the 1940 period with a display in Troy, OH at a historic house. Norm enlisted several club members to set up a train display as part of the 1940's celebration, and Jay Reese and John Clifford offered to help. Bob Guckian is coordinating the set up of the club layout at the Brookhaven Retirement Home, in Brookville, OH., on April 29/30. Club members will meet at Rob's Restaurant for breakfast before the set up on Saturday.

The MVSG is planning to set up and operate their layout on June 24/25, 2006 at the Tractor Show, to be held at the Carillon Park, Dayton, OH. This is a good thing because it can provide exposure of S scale trains to the public, and create the basis of a working agreement between the club and the Rail & Steam Society for future possible events. The March

meeting of the club will be held at the home of Norm Reinkers, in Miamisburg, OH. on March 28. The club is also considering construction of a small S layout that could be taken to train shows where there would not be enough room to set up the large club modular layout. A layout approx. 5 ft. x 9 ft. would be easier to set up and take down, and transport to and from shows. The layout could also be used in combination with their larger layout where space permitted.

The State Line S Gaugers (SLSG) brought an S scale layout to the Lena, OH Train Show on Feb. 25/26. The members set up two shifts each day that the show was open, to spread out the responsibility of attendance and operation. The club set up their layout at the NMRA Train Show held in Rockford, IL. on March 25/26 at Harlem High School. The club met at the home of Jim Larson, in Roscoe, IL., on March 19, 2006. Officers of the club for the new year are: Dick Bird, Pres.; George Sorenson, VP.; Terry Dyer, Secretary; David Pippitt, Treasurer; and three directors including Jim Larson, Dave Oberholtzer, and Dave Tanner. The big news at the **SLSG** is the change in name of the Newsletter Editor. Vera Geerts was married to Roger Flood on Sunday Feb. 12, and they reside in Rockford, IL. The newlyweds had a trip to Switzerland and toured the eastern U.S. riding several tourist trains. Best wishes to the new couple and congratulations on the union. Vera Geerts Flood is the club newsletter editor. The **SLSG** is holding a museum trip to the Museum of Science & Industry, in Chicago on April 23. Members cost is \$ 20.00 per person, and lunch is on your own. Dick Bird is coordinating the event, with the bus leaving from Conover Square, Oregon, IL. This is a worthwhile trip at a very reasonable cost. The club plans to meet at the home of Bob Disse for their May meeting.

The annual club picnic will be held on August 20, hosted by Dave and Carol Tanner.

The Central Ohio S Gaugers (COSG) held their Feb. meeting at the home of Ken and Rose Mauck, in Palaskala, OH. The host has several train layouts that were enjoyed by the club members attending. One is a G scale pond layout outdoors which is run, weather permitting. The wife of one of the charter members of the club passed away February 10. Joe Stiffler lost his wife Donna on that date. The club is planning for the 2007 Spring S Spree to be held at the MaKoy Center, Hilliard, OH. Art Lofton is chairman of the event and he is staffing the committees for the various details of the Spree. New member David Johe was welcomed to the club. David lives in Columbus, OH. and has a 7 ft. x 26 ft. L-shaped Hi-rail layout. The members of the club traveled to West Lafayette, OH. to visit Charlie and Molly Berwinkle on March 19. The host has a layout the measures 10 ft. x 18 ft. and he is an AF collector. The club celebrated their 26th anniversary on March 26, 2006. Alan Evans is one of the charter members of the club and newsletter editor. Alan wrote a very interesting article on the formation and early years of the club which was published in a recent newsletter issue. The original organizational meeting of the club was held at the home of Frank Distelzweig, in the Columbus, OH. area in 1984. The club constructed their first layout using Code .148 rail which had to be hand laid, as American Models did not offer flex track at that time. The **CVSG** club was very supportive and loaned a trailer for moving the layout. The **CVSG** also contributed money to help purchase rail for the track construction of the **COSG** layout. This is really S gaugers helping S gaugers.

The COSG plan to display their portable layout at the Buckeye Train Show, in the Lausche

Building, on Saturday, April 10. Kim and Dana Davis are scheduled to host the club members for a meeting on April 23, near Ostrander, OH. Dana has a multi-level S layout under construction with S Helper flex track. Another new member, David Parish, from Gahanna, OH. was welcomed into the club ranks recently. David has a layout featuring Lionel O gauge trains and he has recently added a portion in S scale with S Helper Service flex track.

The Northern Ohio S Scalers (NOSS) met at the home of Ed Kirstatter on February 26. The host has either a narrow gauge or HO scale layout for operation by the members attending the meeting. The members were advised to bring tools to help straighten and widen the track on Ed's layout. The club set up and operated six modules at the Medina Train Show, on Feb. 12, at the Medina Community Center. A lot of interest was shown by those attending the show. Flyers were handed out to visitors explaining the NOSS train layout and S scale. Jack Sudimak reported on the activities of the club.

The Badgerland S Gaugers (BSG) met at the home of club member Roy Meissner on March 19, in Merton, WI.. New member Roman Berdes was welcomed into the club. Roman resides in Milwaukee, WI. On Feb. 18/19 the BSG set up and operated their semi-scale modular layout and their youth AF layout, at the Madison Train Show (NMRA) held in the Alliant Center, Madison, WI. An information booth was also set up to provide visitors information about the club and model trains in general. The booth included videos playing, information sheets, free handouts and magazines, and literature on S gauge plus a shelf display of the various scales of model railroad-ing. Gary Children obtained a display from Kalmbach Publishing Co. that they were no longer using

that formed an important part of the information booth. The BSG has replica patch stickers that they pass out to young visitors at the show.

The AF S Gaugers of the St. Louis Area (AFSGSLA) met in Florissant, MO. at the home of member Marc Brabb for their February meeting. The club visited the home of Tom Tenholder, in Eureka, MO. on March 10. The trip was organized and coordinated by Charley Taylor, who described the host's layout as L-shaped measuring 25 ft. x 33 ft. on two levels occupying two rooms in Tom's basement. The layout is O gauge (three rail) with some 58 turnouts and three main lines that can operate multiple trains at one time. Jack and Cathy Riely welcomed the club for their meeting in April in St. Louis, MO. Mark Heiger invited the AFSGSLA members to his home on May 6 for an afternoon of running trains and barbecue on his patio. Cohosts Dave Forness and Paul Voegtler will also help with the meeting.

Strain Rail is the club newsletter of the **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN)**. **The members of the club met at** the Train Show held at the Spokane Community College on February 19. The club members set up and operated their modular layout at the show sponsored by the River City Modelers and held on Sunday only. Pat Spino held the March 12 meeting of the club at his home in Spokane, WA. The club decided to rent a U-Haul trailer to transport their layout to the Palouse Empire Rail Society Train Show held on Sunday March 19 in Pullman, WA. The event was held at the Beasley Performing Arts Coliseum, Washington State University Campus. Doug Sassman will host the club for their April 9 meeting at his home in Chewelah, WA. Jess Bennett is scheduled to host the club for their May 14 meeting. On April 30 the club members can

attend the Helena Railroad Fair. Jon Kettner coordinates the club activities and writes the club newsletter. Vic Cherven, an NASG member who last year moved to Bonners Ferry, ID. from California, was working on new train layout building and sustained a fall from a ladder. He sprained both wrists and one ankle, bruised both knees, thighs, chest, etc. and is recuperating. Also three of the crew that were working on the pole building construction had fallen off the roof earlier but because of the snow did not sustain any serious injury. Club members wish Vic a speedy recovery.

The Southern California S Gaugers (SCSG) met in Pasadena at the layout of Bob Knee, Bob Langton, and Don Hasty. Eight members attended along with three guests of the club. The layout which was the subject of the visit is located on the third floor of a historic dwelling belonging to Bob Langton. The layout is 16 ft. x 36 ft. built in a modular design, and is S scale, hi-rail. S Helper Service and American Models motive power is used. The owners of the layout are interested in adding more scenery to the layout and hoped that the SCSG members might pitch in to help construct scenery and help add more detail to the large layout. The club would like to provide S scale promotion at future train shows, possibly using a static display until a modular display is constructed. Dennis Bagby held the March 11 meeting of the club at his home in Altadena, CA.

Your column editor wishes to thank those clubs and individuals that 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

SN3 SYMPOSIUM REPORT

Let's just say that the Sn3 Symposium this year was as good or better than those that preceded it. Most accommodating was the Seattle weather that most uncharacteristically featured sunshine during the entire span of the Symposium. Dick Karnes and yours truly manned the NASG table where we handed out membership applications, back issues of the Dispatch, NASG Buyers Guides, NASG website cards, and, in Dick's case, sagely advice. Howard and Judy Sheffield, fresh from O/S West showed up not as vendors but as spectators. They let us display an SHS 2-8-0. This drew oohs and ahs from the narrow-minded folks.

There was a nice mixture of vendors, new and old, with lots of 1/64 structures, people, critters, trucks, cars, lumber and detail parts to sell. Only three tables showed actual Sn3 rolling stock; two had second hand items, and there was PBL. Of universal appeal, as usual was the display of PBL tools which no serious modeler should be without. The layouts on tour were spectacular. Next February, the Symposium is near Denver. Then its back to St. Louis in 2008.

- Gerry Evans, Western VP

MORE ON FLYER FEST WEST

To be held May 19-21st (see S Calendar) this 7th annual event will be at the Marriott Hotel in Fremont, CA (510-413-3700). Unloading will be at 7 a.m. Saturday for unloading. Doors open at 10 a.m. Clinics and Train Races will be held during the day. There will be a Saturday night banquet. Sunday will be layout tours and a visit to the Niles Canyon Railway. There are lots for the ladies too including the Newpark Mall and Niles Canyon antique shops and wineries.

DEPT. OF CORRECTIONS

Already mentioned is the unfortunate reversal of the color photo, nevertheless, the gorgeous scenery still is evident. Also on page 15, the Silver Spring Convention was in 1978, not 1998. That year we were in Massachusetts.

S IN NON-S PUBLICATIONS

- Mar. '06 CTT - Article on service American Flyer 4-8-4s.
- May '06 CTT - Big photo of SHS 2-8-0 in News. Jerry Poniatowski has a photo in the photo album of his layout.
- April '06 RMC - Article by Dick Karnes on his award winning kitbashed NYC Def electric. An article on the ACF 1920 refrigerator car (SHS type).
- 2006 *Model Railroad Planning* No S layouts, but lots of universal ideas. Included is a free track planning booklet.

LAST RUN

It is a sad task to tell you all that our dear friend, Bill Bateman, died March 16 of pneumonia. Many of you know Bill from seeing him at the NMRA National Train Shows or at TrainFest working the Walthers' booth - he had worked for Walthers for over 10 years. In addition, he helped us at B.T.S. by attending Fall S Fests and waving the B.T.S. flag. He showed up at some of the NASG meets to stand behind our tables. Bill's love of trains was large enough to include all scales, but looking around his house today, lots of S stuff was there.

- Bill Wade

KADEES ON AM 4-8-4

Got my scale DC 4-8-4 last Saturday, nice. Installing the tender 802 (included with my model from AM) was pretty much a no-brainer. The 802 screwed down on the existing coupler pad, and the height gauge showed it to be right on the money. I can't see a problem here as mine went on in a matter of a couple of minutes. The only anomaly is that the draft gear box sticks out about 3/32" further

than it should. Installing an 802 on the pilot is another story, i.e., lots of sanding on the draft gear box, and I had to clip off the glad hand, and lastly, I had to enlarge the center hole on the draft box to accommodate the machine screw that holds the pilot to the body.

- Gerry Evans

TOMALCO MOVES SOUTH

Note in the Tomalco ad on page 35 that Larry and Lyn Morton have moved to Hendersonville, NC and have a new address. It is rumored that Terry Harrison is also moving to the same area.

SMALL TOWN INDUSTRIES

Nice list of small town basic industries (last issue). To that list you should add lumber yard, propane terminal, and perhaps a produce shipping warehouse (not necessarily cold storage). Also rural towns often receive farm fertilizer. A team track should be a must for any small town. Regarding passenger stations, in my observation they often include the freight depot in the same building, often with a separate track going to the back of the station so that a boxcar can be spotted there without blocking the main.

- Ted Larson *Good ideas - the freight-passenger stations were usually in the smallest towns and were called combination stations.-ed.*

S-TIPS

BALLAST...

I've been using bird grit. It looks like crushed granite. But it at your local pet, bird or farm supply store. I checked the size of real ballast on the Water Level Route. It was 1 to 4 inches in diameter, most of it 2-3 inches. Find a bag that has the right size. It is vastly cheaper than model railroad ballast. You might have to sift out the largest pieces.

- Ted Larson

Check out Great Northern Sand and Gravel in Yellowknife, NT Canada, Ian Mathers proprietor.

On the website you will find all possible shapes, colors and sizes. It's all genuine crushed stone, I believe granite. Check www.ballast-train.com
- Wally Collins

I use Arizona Rock & Mineral HO ballast. They have several grades. I use so-called "main line" ballast (a larger size) for my main line. Many different colors are available, keyed to prototype color and usage. My selection is CSX. For yard ballast I use a smaller size, nearly black, with some rust-colored particles in it. I forget the name. When I wanted ballast I contacted the company by phone and ordered 50 pounds, and got a nice discount. I'm down to my last

two bags of the stuff now, so will have to order another 25 pounds to finish the main line. You can find them on-line if you google it.
- Dick Karnes

Car weight: The weight of an AF boxcar with a metal Ace conversion floor seems about right to me. The cars track better, sprung trucks work better and I had no trouble pulling the cars. For non-metal Ace equipped cars I use a metal nut glued on the floor inside the car. I use craft magnets for my Kadee #5 couplers and have never had a problem with magnetic attraction, but you can use non-magnetic (brass) weights if you wish.
- Bob Nicholson, Ft. Madison, IA

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.cvsga.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. Ed Eckert, 408-263-2482

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.

Nov. 18, 2006: Indianapolis S Show, 3rd annual at Carmel Lions Clubhouse, Carmel IN., Charles Malinowski (317)-566-1748 or bmry1905@yahoo.com

July 10-14, 2007: NASG Convention Baltimore, 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



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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

Railmail cont. from page 5

ture kits; DesPlaines Valley S
Scalers (Sam McCoy) - Banta
structure kit; Ed Loizeaux - mis-
cellaneous scenery items;
Michigan Models (Tom Hawley) -
flex track; Pine Canyon Models
(Keith) - structure kits; S Helper
Service (Don and Robin
Thompson) - flex track and rolling
stock; Tom's Turnouts (Tom
Stoltz) - discount on turnouts.

Thank you again and if I have for-
gotten anyone, it was not inten-
tional. More formal thanks will be
sent at a later date. A rebuilt
update: Last weekend a work ses-
sion was conducted. The frame-
work was finished and track and
turnouts laid on the first module to
be rebuilt. Next, electrical and
scenery will be done. We have four
more modules to complete this
year. Also, I have begun construc-
tion on a freight shed structure.
CCSG got hit hard, but we will
come back stronger than before
"Katrina". Take care and thanks for
your support.

- Sincerely, Jay Mellon,
Coordinator Crescent City S
Gaugers, New Orleans, LA.

Canadian Event: The annual
Copetown Event has passed once
again. It's where the Canadian
Manufacturers get to rub elbows
with the rivet counters. S scale had
the largest showing in many ways.
We had the S Scale Canadian
Workshop's modular layout up for
the first time. I was right across
from it doing my M.L.W. Services
and NASG promotion thing. There
are 7 guys: Chris Abbot, Oliver
Clubine, David Clubine, Andy
Malette, Jim Martin, Peter Moffet
and Simon Parent. We come from
all places and use a common inter-
face to join our modules. Some
were very complete and some,
mine, was not even close. Most of
us used Simon's tie plates. They
look great. There were CNR
Moguls running, and even a K-3
Pacific had a turn.

There was some interest in the S

scale K-3 kit by non-S scalers. In
all many were impressed but the
same old line, "If I could sell my
HO, I would change over." I was
still selling off the last of my HO
collection and amazingly enough, I
sold almost all my remainder off.
Al Ferguson of Black Cat has
drawn the S scale CNR Maple
Leafs up. Are there any sugges-
tions as to what people would be
interested in, reefer lettering,
caboose lettering?

- Andy Malette,
(andym@mlwservices.ca)

Lady S Gauger: I am a lady S
gauger since Christmas of 2004.
My husband is no longer active in
S or HO gauge. After 58 years in
the hobby, he quit. I have to find
my own way now. I am a beginner
in every sense of the word. I am
seeking a special run SHS PS-2
covered hopper painted in Revere
Sugar. Can you suggest a way I
could get one.

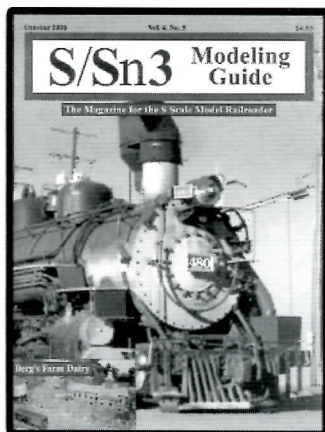
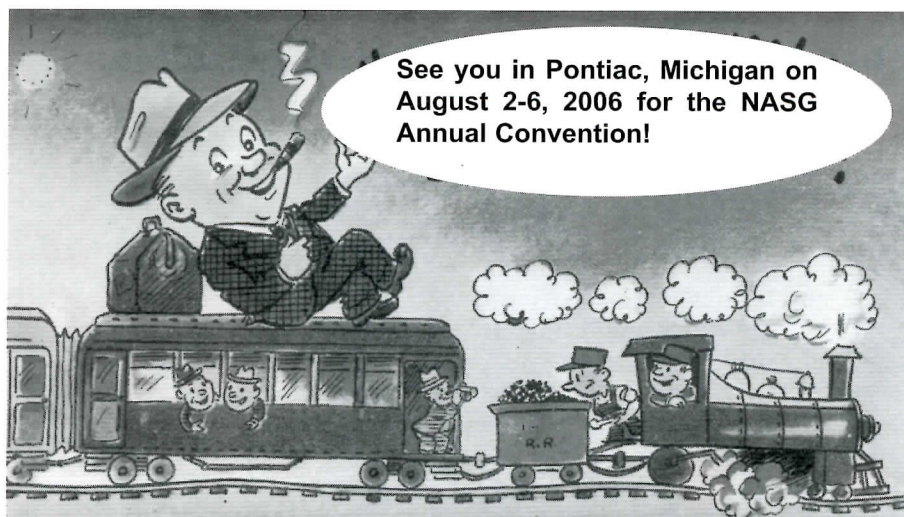
- Donna Wedekind, 24209
Postmaster Ave., Harbor City, CA
90710

Comments: The *Dispatch* arrived
yesterday and was welcomed as
usual. Gee, doesn't that bridge on
the cover run off to the right
instead of the left? It almost doesn't
matter, except the letter on the
Baldwin is backward. *Well, Gale,
you're right, the slide got reversed
- just hold the cover in front of a
mirror and it will look fine. Jeff*
...Anyway, I certainly like the
planning II section. I have found
one thing true, the smaller the
space you decide to model, the
more room it takes up. I have
noticed in the east where small
towns were built first, and many
were mill towns, the railroads
often had to sneak into narrow val-
ley towns between town and river
in order to follow the river grade.
There was a considerable amount
of curved sidings and odd track-
work to get businesses in these
kinds of towns served. Now move
to the western expansion where the
towns were built around the rail-
road. There were longer and

straighter sidings with the town
building up on both sides of the
track. And as the railroad boom
continued in the late 1800s and
early 1900s lots of small railroads
crisscrossed the mainline railroad
and served other industries in the
town. After WWI many of these
smaller railroads disappeared. And
as you say bring it on up into the
50s and 60s and the physical plant
of the railroads get pruned down
for tax purposes. Depots become
city halls and the new depot is a
metal prefab building for the agent
or now an agent who serves two or
three towns. - Gale Hall

On Track Planning: The last
issue was great, and the article on
track planning is very interesting.
I have read several articles by
Frank Ellison on his model RR
towns and their industries, such as
Ginia, Raymondale, etc., probably
named after his children. His
industries are smaller than some of
the ones that you described, as the
time frame was when there was
more small local business along
the RR than now. He had a rope
company, slaughter house, packing
company, coal and oil yard, feed
mill and machine shop, to name a
few. I always enjoyed his articles
and freelance style. Current RR
modelers seem to fix on one proto-
type car or locomotive and copy it
to great detail. If the model does
not have the correct fans or horn it
is deemed to be a poor model. I
personally like creative modeling
where one can have his own loco
style, maybe 90 % the same as
some prototype, but not a direct
copy. I once entered a kitbashed
caboose model in a NASG model
contest that had a tool box on the
deck of the car. I got a lambasting
note from the judges that it as
unsafe to have a tool box on the
deck of a caboose, and that safety
regulations would absolutely for-
bid such an installation. My rail-
road allows the tool box on the
deck of their cabooses, and the RR
safety record is very good.

- Dave Pool



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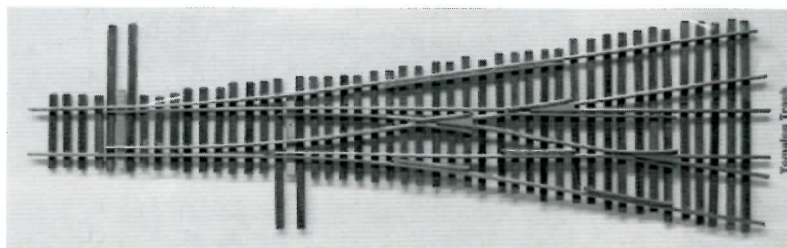
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