



DISPATCH



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

Need something different?

Switch to B.T.S. !



PRR F39 Piggyback Flat Car

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

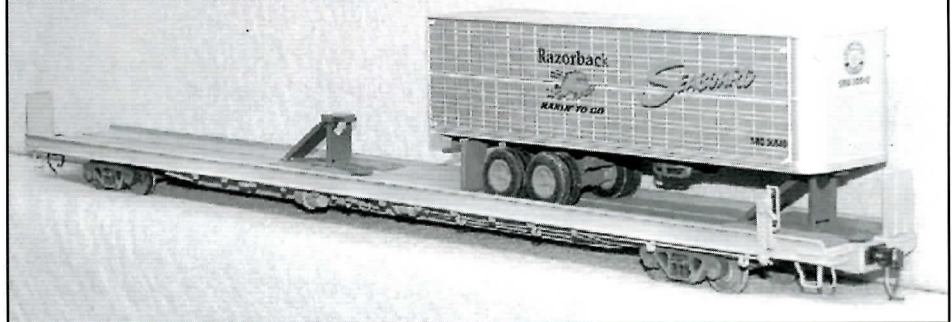
The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Car weight with trucks and couplers is 11.4 ounces. While it will handle a 34" radius curve, it will look better on larger. Kadee couplers, SHS roller-bearing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

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

F89 Piggyback Flat Car

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

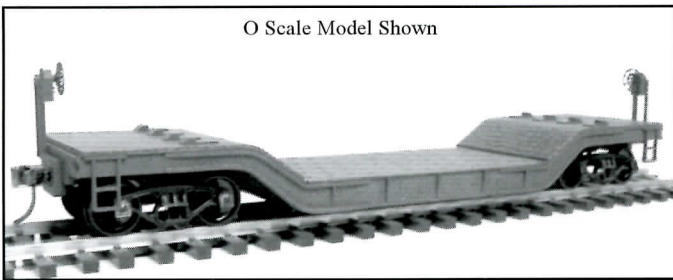
American Models' Trailer not included.



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

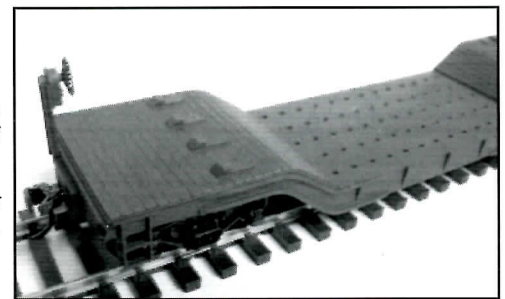


Depressed-Center Flatcar

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.

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

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



B.T.S.
Better Than Scratch!

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Celebrating over 26 Years of Service since 1979

NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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262-968-3729
nasgdispatch@hotmail.com

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

TEMPORARILY!!
NASG Treasurer,
Michael Shea, 488 Stonewood Ave.,
Rochester, NY 14616 -3623
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COVER: A young railfan and his father have just stepped out of the local eatery in time to catch a beautiful warbonnet SF PA rumble past. Aren't toy trains wonderful! - photo Brooks Stover. Below E8 in CP colors by Ken Garber and NASG 2006 crane car

ORDER BOARD

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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.

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

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President's Message...

Hello Ladies and Gents and welcome to the Dispatch. As usual, there's a lot to talk about so let's see how far I get before running out of room.

First off, a great big round of applause for Jeff Madden and crew for bringing us the Dispatch. We all enjoy reading it but some of you have noticed that it gets better with every issue. It takes some effort to put together a magazine and Jeff comes through for us six times a year, making the Dispatch one of the best benefits of NASG membership. Thanks Jeff, we appreciate your dedication.

Speaking of the Dispatch, the next issue will have the Membership Directory and booster ads. Booster ads are a great opportunity to let everyone know who you are and maybe make a new friend or recruit a new club member. It only takes a minute and a few bucks to place an ad, so look for the flyer in the last issue of the Dispatch to be in the spotlight.

In the last column I mentioned that we were going to take care of our members to the North and I'm happy to say we now have a Canadian Promotions

Committee with Andy Malette as it's first chair. Andy is well known in the S community and an avid supporter of the NASG, so he's a natural for this position. He's a wealth of talent and knowledge so don't hesitate to contact him if you have a question or just need a bit of modeling help. Thanks for coming on board Andy.

Also last issue, I mentioned we were working on interiors for our NASG passenger cars and the introductory ad for Palace Car Company seats made it into the Dispatch. These were a huge success and immediately sold out. Fortunately, they're still available direct from Palace Car and ordering information should be in this issue. Palace car is working on more detail parts so look for another product announcement down the road.

This month we have something for freight cars. We now have the Sunkist Packing Shed available in S from Showcase Miniatures. This is a laser cut wood relief structure that builds up into a whopping 20 inches long - enough room for two box cars or reefers. Look for the introductory ad in this issue for a picture, pricing and ordering information. This is a nice structure addition to S and will also be available direct from Showcase Miniatures once we're sold out.

Continued on page 24

NASG NEWS

FLASH!! NASG PASSENGER CAR SEATS SOLD OUT IN JUST 4 DAYS!!

**- But Now You Can Get Them Commercially!
Learn How in this SPECIAL PROJECTS
UPDATE**

by Dick Karnes

Your Board of Trustees has been busy bringing new products to market. As many of you know by now, our passenger car seat project with Palace Car Co. was a smashing success - so much so that four days after the April *Dispatch* ad insert appeared we were sold out! Palace Car Co. is now stocking these seats in its own inventory at \$12.75 per poly bag of 36 double seats - enough for the average 80-foot passenger coach. You can order yours by contacting Palace Car Co. at Plainsman Manufacturing, Box 973, Kearney, NE 68848, phone (308) 238-5099.

Our Pullman car Project with American Models and Artist-Aid was also very successful. We long ago sold out of the Pullman Green and Tuscan Red cars, and the Canadian National cars are now gone too. We have some grey cars left - only 23 twelve-section cars and 31 ten-section cars. These cars, contrary to what some of you may have heard, are not specific to the New

York Central Railroad. Many of these post-1947 grey cars appeared all over the country in Pullman general service, assigned as needed. Others were assigned to specific roads: B&M, B&O, C&O, FEC, GM&O, IC, MP, NKP, NYC, SAL, and SR. Dry-transfer car names are included for car names specific to all of these railroads. See our ad elsewhere in this issue.

And as you know, the 2006 American Flyer Commemorative Car, an Industrial Brownhoist crane in General Electric logo, is available for reservation. Order blanks for this car were mailed with the April 2006 *Dispatch*. Doug Peck reminds us also that there are about 75 of the 2005 GE double searchlight cars remaining at \$65 per car ppd.

We are breathing new life into the long-awaited NASG "Brick Building" project. While we are not yet ready to resume advertising this kit (and we won't until the kits are in hand), we believe we'll have some good news soon.

Finally, we have two more projects in the works. One will likely make it into this issue as an insert. The second will take a little longer, but will be well worth the wait and the effort.

- Dick Karnes, Exec. VP

RAIL MAIL

Support of NASG Projects: Some have the viewpoint that it's unfair for the NASG to compete with new product projects. But there is another point of view. There are some products, that if available, would make the gauge a lot more attractive to prospective S gaugers as well as those of us already in the gauge.

Continued on page 34

Jeff's Junction



DUES - remember dues are due on your anniversary date, not necessarily the traditional June deadline as in the past - check it out. We still have a cutoff around mid-July though to get listed in the Membership Directory. Speaking of which, check your spellings, addresses, phone numbers (including area code updates), etc. If anything needs updated, send to Stan Furmanak or email him at furmanak@lvc.edu.

Also check your club listings. Is everything up to date there? Check contacts, spellings, etc. Is your club missing altogether? Manufacturers and dealers - check out last year's directory and let me know ahead of time if you will be renewing your card or other ad. The business card ads are \$25 each. Of course, I'll see many of you at the convention if you haven't already mailed in your renewal on the forms. Ditto for the \$10 booster ads.

Editorial Ideas: I am always looking for editorial stuff. Interested in your own story or a friend's? Contact Bill Fraley. Have a narrow gauge how-to or layout story? Contact Dave Heine. Have comments or something to tie into Sam Powell's new column? Contact him. I'm always looking for how-tos, reviews, cartoons, Flyer articles, layout stories, etc. As to pre-convention stories if you're hosting one, just check the previous year for ideas and timing. Always make sure I get info for S-Calendar Events. I don't always put in every train show, as I have to prioritize for the all-S events, meets and conventions.

Now, here's an assignment for you. Grab last year's *Dispatches* and pile them in your favorite reading location - it could be the coffee table, night stand or rack in the "library". Start with the oldest issue and diligently read the *Club Sandwich* in each. It's only natural that this column probably gets read last or

One solution is to focus efforts on producing new products that seem to be in demand but that no manufacturer has stepped up to the plate to produce, obviously because of uncertain financial risk. Thus, the NASG does have the resources to organize some special projects (the coach seats) one at a time, that a manufacturer would be willing to produce if there is a guarantee of some orders. The NASG has the ability to publicize a project through its media outlets

even skipped when your latest *Dispatch* arrives. The New Products, features, photos always get the "first look". BUT! It's well worth your while to go over these club activities that are so diligently compiled by Dave Pool. And, by the way, is he getting your newsletters, emails, etc.?? dpool@juno.com

The reason you should avail yourself of these articles is that there's always something to learn from each club. Yes, often things are the same year after year, but not always. Just one sentence may reveal a brilliant idea your club hadn't thought of. Maybe you could discover another club that has an on-lone newsletter to bug for advice for yours. Maybe this or that club has a new way of transporting a layout. Maybe a certain club will be setting up at a show near you or one where you are traveling. Hey, you might like such and such club's idea for an annual picnic or Christmas dinner outing.

Wow, this club sets up in a hospital once a year. Oops, my club never shows up in the column - wonder why? Maybe I didn't forward a newsletter or I don't have Dave on my email list. Guess I better get with it. Photos - sure. He'll accept photos of your events as long as they are sharp and there is a caption to identify people and trains. Sometimes there is limited space for photos so we can't use them all. So, kick back and do some *Club Sandwich* reading in your favorite location. Don't forget, you can read an awful lot during commercials too.

A bit about the recent Spring S Spree in Walnut Creek, Ohio over the May 4-7 weekend. It wasn't big as these events go - about 140 or so, but it was fun. Dick Kloes, Roy Meissner and myself railfanned our way there and back and enjoyed a couple of days in hilly Ohio Amish country. Layouts set up included 6 modules from the NOSS group, Bill Hanslik's module depicting the Ohio River and Western narrow gauge interchange with standard gauge at Oakland, Ohio, and Stumpy Stone's 2' x 3' module with loop of hi-rail on it. Included on the layout were 3 or 4 resin cast buildings Stumpy cast himself using several common walls. Neat idea. There were some space

Continued on page 24

NEW PRODUCTS REPORT

By Jeff Madden

KALMBACH PUBLISHING (www.kalmbach.com) has a new *Classic Toy Trains* softbound handbook edited by Neil Besougloff titled *Lionel Accessories at Work on Toy Train Layouts*. This 82 page color illustrated book covers the entire gamut of accessories offered by Lionel including the American Flyer ones. It's kind of an overview and review at the same time. Some repair tips are included as well. The Flyer accessories covered include the 785 coal loader, the 752A Seaboard Coaler, the 779 oil drum loader, the 770 parcel loading platform, the 771 stockyard, the 787 log loader, the 751 log loader and the AF sawmill. The many Lionel O gauge accessories are covered as well, and many of these have found there way onto Flyer layouts. List price is \$17.95.

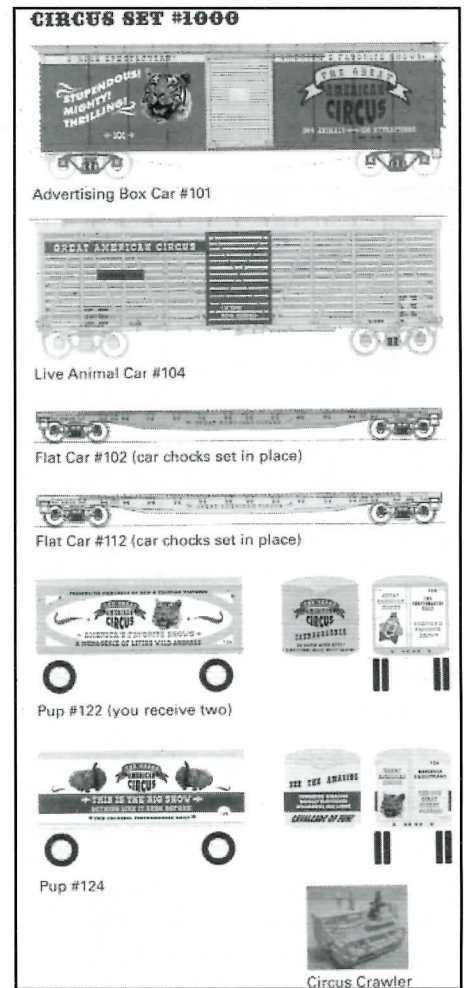
LIONEL LLC (www.lionel.com) already has their Christmas 2006 mini catalog out. Included in it for S gauge are a 3-color boxcar, North Pole Central caboose, red and green Docksider and candy cane dump car. The boxcar and caboose are \$54.99 each. The Docksider lists for \$109.99. The Candy Cane dump car retails for \$79.99. The North Pole Central is the theme.

MULLET RIVER (www.mullet-trivermodelworks.com) is offering an S scale craftsman wood kit of a Soo Line wood caboose. The S scale version has underframe parts made of photo-etched brass. This is a limited run kit of only 50. Available at Des Plaines Hobbies.

PINE CANYON SCALE MODELS (www.pinecanyonscalemodels.com) has two new structures that can work together. One is the Machine Shop, a small brick

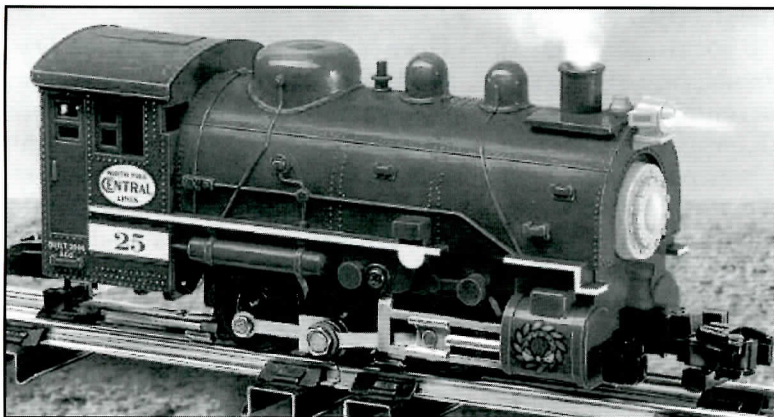
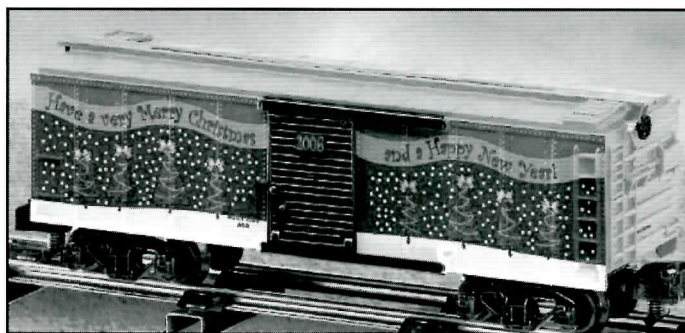
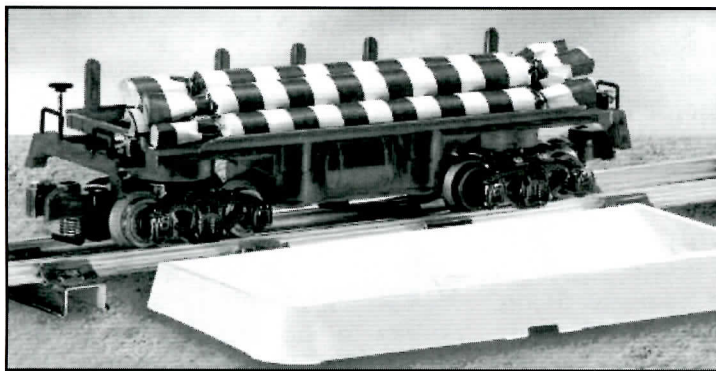
industrial building that has a footprint of 9-1/2 inches by 4-1/4 inches. The kit includes a jib crane and 4 trash cans. You can get a tile or corrugated roof. Price is \$79. A companion piece will be the Boiler House (complete with boiler). This can be used to power many things such as a lifting bridge, machine shop, sawmill or anything using steam driven machines. The footprint is 6-3/4 inches x 4-3/8 inches. Again, corrugated or tile roof option for a price of \$79.

SCENERY UNLIMITED (7236 West Madison St., Forest Park, IL 60130 - website - www.heimburgerhouse.com) now has the first circus train available since the A.C. Gilbert Co. offered one in 1950. Set #1000 includes one 40-foot steel advertising boxcar, a 40-foot Live Animal Car (stock car), two 53' 6" flat cars. One flat car features two die-cast painted "pup" trailers and one has a resin crawler and a pup trailer. The cars are SHS and the set is available for \$299.95 plus \$12.95 S&H. Additional circus cars include advertising boxcars in two more numbers, live animal cars in two more numbers and flat cars with no loads in two more numbers. These are \$52.95 each. The colorful pup trailers are available loose for \$19.95 each. The crawler by itself is \$25. Two passenger cars (AM) are available with circus decals - a combine to use as a tool car and a coach. These are yellow UP cars that can have provided circus decals applied. Creative modelers may want to remove the UP lettering above the windows and make up a circus name. These cars are \$69.95 each. Extra circus decals are available for \$5.50 a pack. Additional circus items will be offered in the fall of 2006.

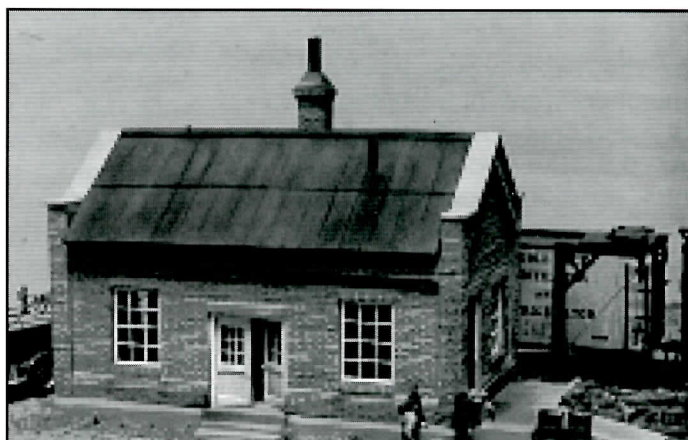


TCA COORS CAR

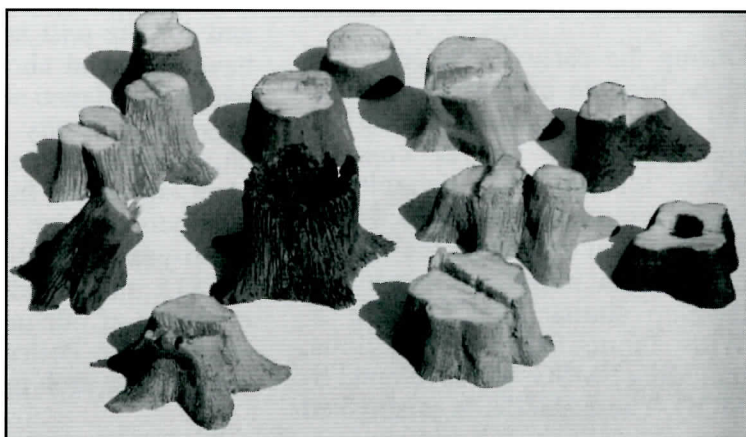
The Rocky Mountain Division of the TCA is doing a fund raiser car to defray costs of the 2007 TCA National Convention being held in Denver next summer. The car is an AF Coors refrigerator car being done by LTI. It has new style Coors graphics, not the early wood-sided reefer graphics. The run is being limited to 1,000 pieces at Coors request. Check website at www.rmdtoytrains.org
Not sure if TCA members only?



Above are the American Flyer offerings in the 2006 Christmas catalog from Lionel LLC. The items are lettered for the North Pole Central Lines. *Below left* are the boiler house and the machine shop from Pine Canyon Models.



Right - are stumps from Layout Design Service - actually they are for On30, but stumps are stumps. Check out the website at www.layoutdesignservice.com.





The Southeastern Michigan S Gaugers are your hosts for this year's NASG National Convention. We'd like to tell you something about our organization and give you some insight into what you'll experience with us at the convention, **August 2-6 in Pontiac, Michigan.**

Early History: The SMSG was established as a club in 1978 by a small group of avid S gaugers in the Detroit area. It was an informal group, and once a month one of the guys would host a meeting in his home. The club still has three of the charter members from 28 years ago - Sig Fleischmann, Tom Hawley and Bob Stelmach.

In the early years most of the members were interested in collection and operating American Flyer. As the club grew, we started to pick up more modelers, including some converts from HO and O. Then the discussion at meetings became more focused on modeling techniques. This was during the period when very few products were available in S, so we often resorted to scratch-building or modifying other products to get what we wanted.

During the early 1980s several S clubs became interested in building sectional layouts. Seeing the success of the N-Trak concept, where all sectional, portable N-scale layouts were assembled from standardized modules, the NASG took on an important mission to develop similar standards for S. With input from many clubs, including SMSG, we developed S-MOD. These standards established

such specifications as height of the module above the floor, length of bridge rails to join sections and the connections for electrical continuity.

SMSG began to build modules to the S-MOD standards, and in 1982 we debuted a 10' x 22' modular set-up at the Great American Train Show when it came to Detroit. Over the next few years we transported our layout to NASG conventions and to local shows. Two very special events, however, were the NMRA conventions we attended. One was Kansas City, MO in 1984, where we participated in what we believe was the first inter-club modular layout in S scale. The other was Pittsburgh, PA in 1990, a joint NASG/NMRA convention, where we contributed to the massive operation-oriented S scale layout consisting of many, many modules.

While we continue to take our modular layout to shows, we have also had a more recent effort to construct sectional, non-modular layout. The idea here was to reduce the set-up time by using customized connectors and to provide the opportunity for more unique trackwork. As a part of this project we have acquired a trailer that has been outfitted with racks for transporting the sectional layout.

Displaying our modular layout at local shows turned out to be a great recruiting tool. Many of the current SMSG members joined us after seeing S in action on our layout. Our membership grew rapidly, and for the past several years we have averaged about 50 members while attendance at monthly meetings is generally about 20. The club has a board consisting of president, secretary, treasurer and two members-at-large, each elected for a two-year term. We charge a modest \$15 annual dues to cover the expenses of our monthly newsletter. We also collect a \$2 refreshment fee at each meeting which is

turned over to the host to help offset expenses.

Home Layouts: While the portable layouts have been a focus for the club, many of our members are actively working on building home layouts. As with the portable layouts, we often find several SMSGers teaming up at work sessions to help a layout owner accomplish his construction goals.

Here is a line-up of the home layouts that are on tour in August.

In addition to a formal bus tour option at the stated day and time, many of these layouts will be open for self-guided tours throughout the convention. Times and maps may be obtained at the registration desk:

1. Dave Campbell's hi-rail layout featured in this issue - Friday evening tour.
2. Earl Carlsen nice two-level hi-rail layout - open during Thursday's tour to the Huckleberry Railroad.
3. Jim DeWitt has a D&RGW-Burlington standard gauge 25'x30' layout. He also has some Sn3 included on his layout. On the Friday evening tour.
4. Gaylord Gill is building a scale layout that features 320 feet of mainline with double reverse-loops at each end. This allows point-to-point DCC operation. His Grand Valley Northeastern is a fictitious road set in the Great Lakes region in 1953. His layout will be on the Thursday evening tour.
5. Dave Held's Port Huron and Northern is a multi-level scale layout that features towns of southern Michigan. He even has a model of the old Fort Street Station in Detroit. He has DCC and some Sn3. In addition to the open house Wednesday afternoon, Dave's layout will be a stop on Thursday's tour to the Huckleberry Railroad.
6. Tom Hess' two-level hi-rail Rayson House Railroad was recently featured in the *S Gaugian*. Tom's layout will be on the Thursday evening tour.
7. Bob Pardington's two-level hi-

rail layout features a piece of mainline through a lavatory. He has recently converted his locos to DCC. Bob's layout will be on the Saturday morning tour.

8. Brooks Stover's hi-rail Buffalo Creek & Gauley was featured in the last *Dispatch*. His layout will be on the Friday evening tour.

NASG Convention Hosts:

SMSG has previously hosted the NASG conventions in Novi (1986) and Dearborn (1996), and this year's convention promises to be an exciting one too. A planning committee of 18 individuals, including many who have been onboard for the past 2-1/2 years, has been actively working through the details of putting together this event. Here are the folks who have taken on responsibility for ensuring you have an enjoyable five days with us.

- Bill Bartlam - Dealer and Exhibit space.
- Earl Carlsen - tours.
- Terry DeMarco - Auction and raffle.
- Sig Fleischmann - Display layouts.
- Ken Garber - Convention car and planning budget.
- Jerry Garfield - Banquet and refreshments.
- Gaylord Gill - Convention Chairman.
- Tom Hawley - Clinics.
- Tom Hess - Publicity and legal oversight.
- Dave Held - Webmaster
- John Kane - Transportation and convention car load.
- Bob Krupka - General assistance.
- Gordy Michael - Spouses' program.
- Jerry Poniatowski - Registration.
- Bob Ristow - Convention shirts and tote bags.
- Bob Stelmach - Model contest.
- Brooks Stover - Financials.
- Deve Wehwein - Clinics.

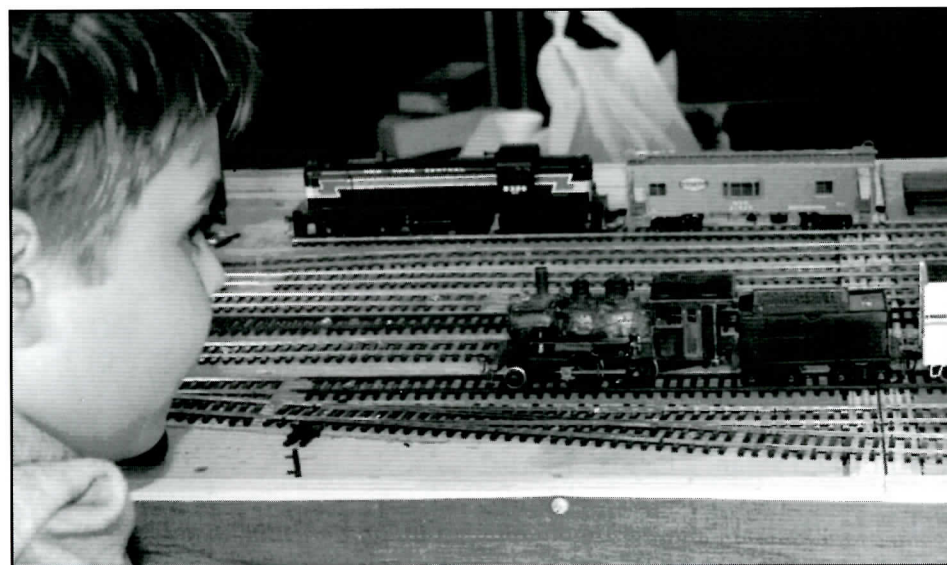
We hope to see you at the convention, so look for us in our Pere Marquette yellow shirts. For more information about the Southeastern Michigan S Gaugers

or the NASG national convention, please visit the club's website at www.smsgtrains.org or contact

convention registrar Jerry Poniatowski at 734-721-0772.



Production samples of PM steel coil gondolas.



SMSG tries to recruit some younger blood at a train show in Durand



Portrait of many of the SMSG host members.

DAILY SCHEDULE:

Wed. Aug. 2:

8 a.m. - 10:30 p.m. - Registration
9 a.m. - 4:30 p.m. - Dealer and layout setup
6:30 p.m. - 10:30 p.m. - Reception at American Models.

Thurs. Aug. 3:

8 a.m. - 10:30 p.m. - Registration
8 a.m. - 10:30 p.m. - Model Contest Room open
8 a.m. - 10:30 p.m. - Hospitality Suite open
8 a.m. - 9:30 a.m. - Dealer and layout setup
10 a.m. - 9:30 p.m. - Dealer Hall and Layout rooms open - closed for lunch and dinner.
9 a.m. - 5:45 p.m. - Huckleberry RR Tour and Held and Carlsen layouts.
9 a.m. - 8:15 p.m. - Henry Ford Museum and Greenfield Village tour
7 p.m. - 11:30 p.m. - Layout Tour #1

Friday Aug. 4:

8 a.m. - 10:30 p.m. - Registration
8 a.m. - 9:30 p.m. - Layouts open with breaks for lunch and dinner.
8 a.m. - 10:30 p.m. - Model Contest Room open
8 a.m. - 10:30 p.m. - concierge Lounge open
8:30 a.m. - 6 p.m. - Tour to Steam RR Institute, Durand Station and Holly O layout.
11:15 a.m. - 6 p.m. - 1/8 scale outdoor railroad tour.
12:30 p.m. - 6 p.m. - Shopping tour
7 p.m. - 11:15 p.m. - Layout Tour #2

Sat. Aug. 5:

8:00 a.m. - 3 p.m. - Registration
9 a.m. - 2:30 p.m. - Dealer Hall and layouts open. Tear down starts at 2:30 p.m. to 4:30 p.m.
8 a.m. - 11:30 a.m. - Model Contest Judging
8 a.m. - 12:30 p.m. - Layout Tour #3
9 a.m. - 3:30 p.m. - continuous shopping shuttles
12:30 p.m. - 2:30 p.m. - Post Contest viewing
3 p.m. - 5 p.m. - NASG General Meeting
6 p.m. - 7:00 p.m. - Happy Hour
7 p.m. - 10: p.m. - Banquet - followed by the auction.

CLINIC SCHEDULE:

Thurs. Aug. 3rd:

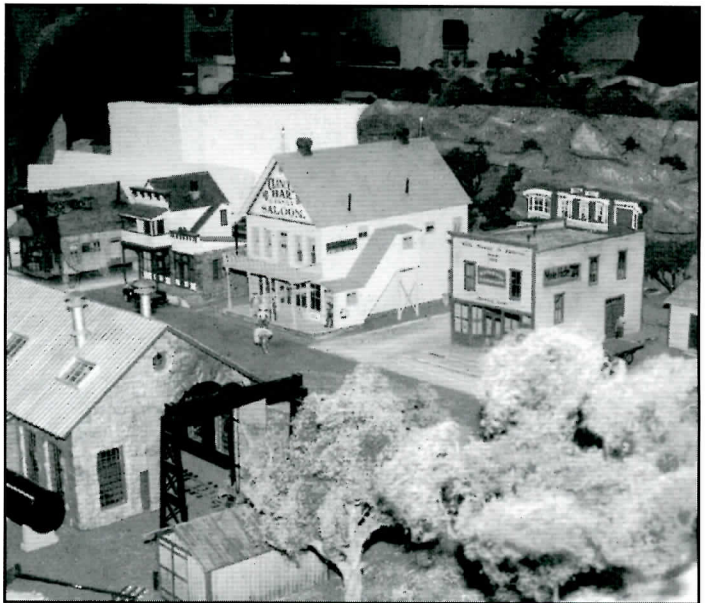
8 a.m. - Dick Karnes - Scratch Building Turnouts.
9:30 a.m. - Something about S narrow gauge
11 a.m. - Roy Hoffman - Welcome Clinic
12:30 p.m. - Lynn Wells - Urban Modeling
1 p.m. - Lynn Wells - Structures from paper
3:30 p.m. - Ed Loizeaux - Atmosphere modeling, NYC in S
5 p.m. - Ed Loizeaux - Introduction to S Scale
6:30 p.m. - Roger Parry - Passenger Train Operation.
8 p.m. - Jeff English - NYC boxcars
9:30 p.m. - Bill Fraley - Yahoo Group Members

Friday Aug. 4:

8 a.m. - Jim Martin - Backdrops for Dummies
9:30 a.m. - Jamie Bothwell - Mackinac Straights Car Ferries.
11 a.m. - Bob Bubeck - Gilbert 3/16" O scale.
12:30 p.m. - Bob Werre - Digital Photography
2 p.m. - Gordy Michael - Ladies Clinic #1
3:30 p.m. - John Heck - Care and Cleaning AF
5 p.m. - Andy Jugle - 100 Years of AF
6:30 p.m. - Andy Malette - Brass Soldering
8 p.m. - Terry Harrison - Designing Layout for Operation.
9:30 p.m. - NASG BOT Meeting

Sat. Aug. 5:

9:30 a.m. - Sam Powell - Layout Design
11 a.m. - Vic Cherven - Quantitative Track Plan Analysis - a Tribute to John Allen
12:30 p.m. - Gordy Michael - Ladies Clinic #2
2 p.m. - Tom Hawley - Modern Intermodal in S.



A western town scene on Jim DeWitt's S scale layout.





Doing an American Models E8A in CP Rail... By Ken Garber

I like E8s. when I was in HO I had four, plus I had kit-bashed a couple of E8Bs to go along. Changing over to S, I sold all my HO but kept one of the E8As for the display case. Along comes S and no ED, but then AM comes out with theirs and I am all set.

Finally, it was time to do up the E8 in S. I had thought about a maroon and gray, but I already have a pair of AM FAs in that scheme. Since I model the late '90s, modeler's license will allow the FAs but a CP Rail "action red" sounded better.

I used Badger Action Red water-base paint for the body color. At the same time I did an SHS SW9.

Externally, the loco body did not receive anything fancy except for two items: The horn was changed to a 5-chime. The front coupler cover was removed so that a KD could be body-mounted. The remaining gap was filled in.

The lettering is a combination of Microscale HO sets and CDS S sets. The nose and tail end stripes are CDS placed on decal paper. The rear-end stripes were pre-trimmed to fit around the door and applied as one piece.

Due to the noses's curvature, the stripes were cut into 2 or 3-stripe wide sections and applied section by section. The anit-glare patch on the nose was cut from Microscale trim film (TF-2 - FS 17038). Not locating any decent overhead shots

of the nose, I winged the general shape and size.

The herald was made from the Microscale HO Multi-Mark set #87-737. The CDS sets did not have the size I needed. The road number and road name are from the DCS sets, again applied first to decal paper.

Internally, the unit was DCC'd. Some of the factory wiring was removed and the decoder harness connected directly to the appropriate places. Sound has been added. Nice thing about this car body - lots of room for a 'big' speaker.

Condensed article and photo by Ken Garber. and courtesy of the Dec. '05 issue of the *Canadian S Scale Quarterly*.

This Atlas O plastic bridge is 1 meter long, and by adding 3 Evergreen styrene decks for S with supporting I beams results in 3" center-line spacing for three tracks. With a little re-tooling, Atlas could have an S bridge. - Alan Udy, Idaho Falls, ID.



FLAGSTOP STATION

A PRODUCT REVIEW

By Gerry Evans, Western Div. VP

Photos by the author

The Flagstop Station kit (#562) comes from the Laser-Art Structures Division of Branchline Trains, 333 Park Ave., East Hartford, CT 06108, 800-289-4000, www.branchlinetrains.com. It lists for \$32.95, but is also available from Port Lines Hobbies Supply, 888-708-0782 - www.portlines.com for \$29.95.

This dandy little laser-cut two-evening model is easily constructed due to mostly peel-and-stick components. With a footprint of 3.5" x 4" x 3" the building doesn't take up much layout space and affords an excellent visual payback. In addition to the main structure, the kit includes an external coal box and a bench for seating impatiently waiting passengers.

The peel-and-stick adhesive is from MMM and is not only forgiving but also forms, once set, an extremely tight bond. Exceptions to the peel-and-stick parts include the four walls of both the station and the coal bin, top roof trim, support beams, run-off board and station ID sign. These I affixed with Aleene's Sticky Glue applied judiciously with tootpicks. In addition, I added unsupplied 3/16" x 3/16" basswood reinforcements to all four corners of both the station and the coal bin. Reinforcements could be omitted in the model builder wants to detail the station interior.

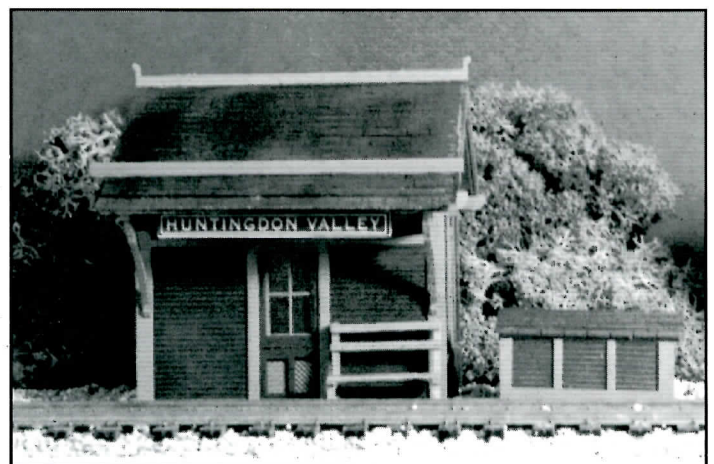
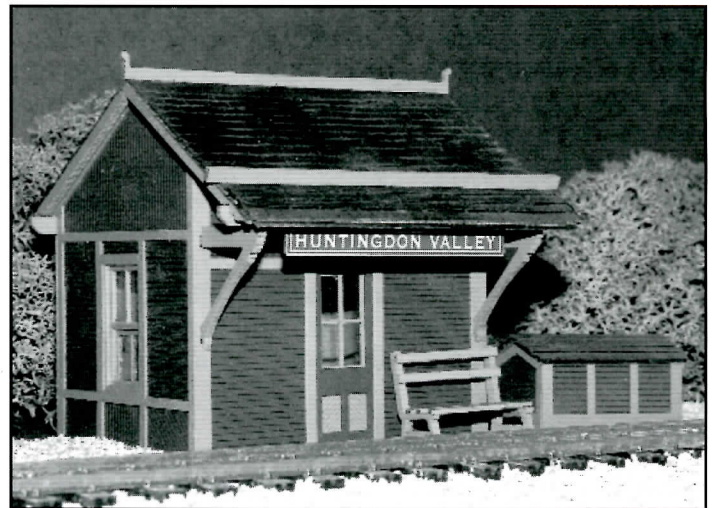
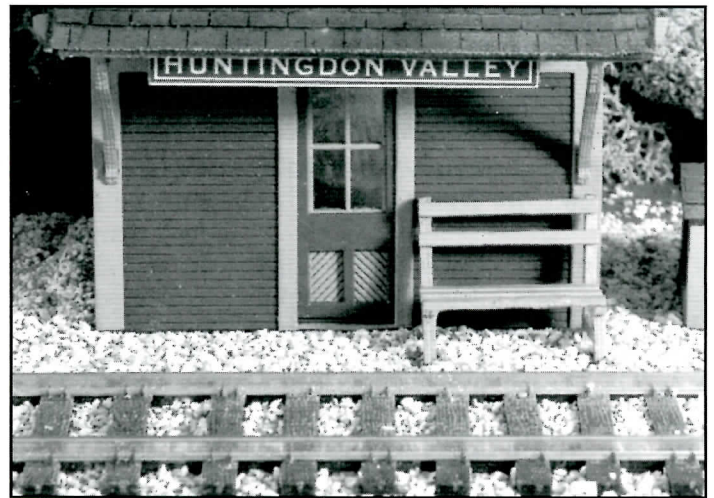
Especially impressive is the nice fit of the decorative trim and windows and door. Also, the windows and door go together quite easily and without undo hassle. Peel-and-stick adhesive keeps them and their glazing tightly aligned. All components are precisely laser-cut into the carriers and quickly separated from the sprues with a razor blade or blunt-ended hobby blade. Only moderate sanding is required using an emery board or small sanding block.

The one component that may impede completing the model during two evenings is the roofing. I've been spoiled recently by kits supplied with peel-and-stick roofing material. This kit comes with a plentiful supply of laser-cut paper roofing that represents three-tab shingles. Once affixed, the roofing looks great, but each course must be cut and glued to the underlayment. This is awkward no matter what method of attachment is employed. Periodically drawing horizontal pencil lines will help keep the courses in exact parallel.

Assuming a two-color model, all components should be painted before construction begins. I used Krylon hunter green and khaki for my model. Parts are easily

separated by color due to the well done and numerous diagrams, halftones and assembly instructions. I sprayed the roof with Krylon flat black and highlighted it with Krylon royal blue and some black chalk. I also spray-painted all interior and non-visible surfaces with Krylon gray primer to minimize warping.

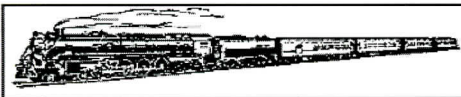
The completed model begs for such detailing as a door knob, coal bin handle, and impatiently waiting figures on the bench. Lastly, due to the coal bin, a chimney flue would be appropriate. This is an efficient model for beginning or experienced builders.





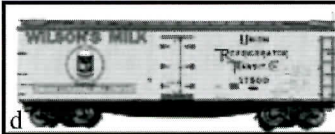
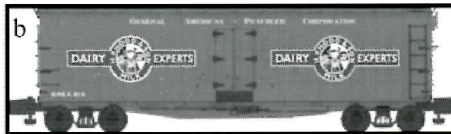
Houston S Gaugers are politically correct with their S scale modules at the George Bush (Sr.) Library. Left to right are R.D. Evans, Bob Werre, Sandy Paulus, Bill Green, Rusty Paulus, Jack Troxell, Richard Brown, Don Wyman, Stephen King and Don Hand.

PORT LINES HOBBIES

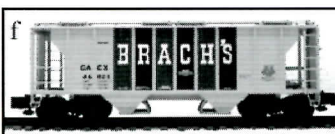


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Meet an S Gauger

By Bill Fraley
Bert Mahr

The Conrail and Eastern Railroad A 3/16th Scale Model Railroad by Bill Fraley

Bert Mahr's, Conrail and Eastern 3/16th scale model railroad is the only S Gauge model railroad on this year's National Model Railroad Association's, Philadelphia, Independence Junction Convention open house tour.



Although there are surely many, many, nice S Gauge model railroads to visit in the Philadelphia, New Jersey and Central Pennsylvania area, not too many of their owners belong to the N.M.R.A., so, they just may not have been in the network.

Although Bert has been a member of the Lehigh Valley S Gaugers for more than 35 years, he had been modeling in H.O. most of the time. It wasn't until after he moved into his new home in 1995 that he decided to change over to S gauge.

Bert's former model railroad was called the Lehigh & Northern; it

was completely housed in Bert's 22 X 18 foot double car garage. The model railroad was completely scenicked, signaled and completely CTC controlled, using the Onboard Control System.

Sadly, when Bert moved, he had to dismantle the layout. All his friends came by, and it was not too long until the layout was chopped up and in the dumpster.

Bert had decided with all the S Scale equipment available today, it was time to change over. Fortunately, Bert had boxed up all his HO equipment and sold it at train shows and also to many of my HO model railroading friends.

In 1998, with new excitement, Bert started improving the bare basement in his new home. Again, with the help of friends, they studied the walls, ran new electric lines and dry-walled the entire basement. They also built a new partition as a view blocker, in the center of the basement.

Originally, Bert envisioned a switching layout in one of the corners of the basement. However, Bert really wanted to run trains and do some switching, so he opted to build an around the wall double decked "dogbone" layout.

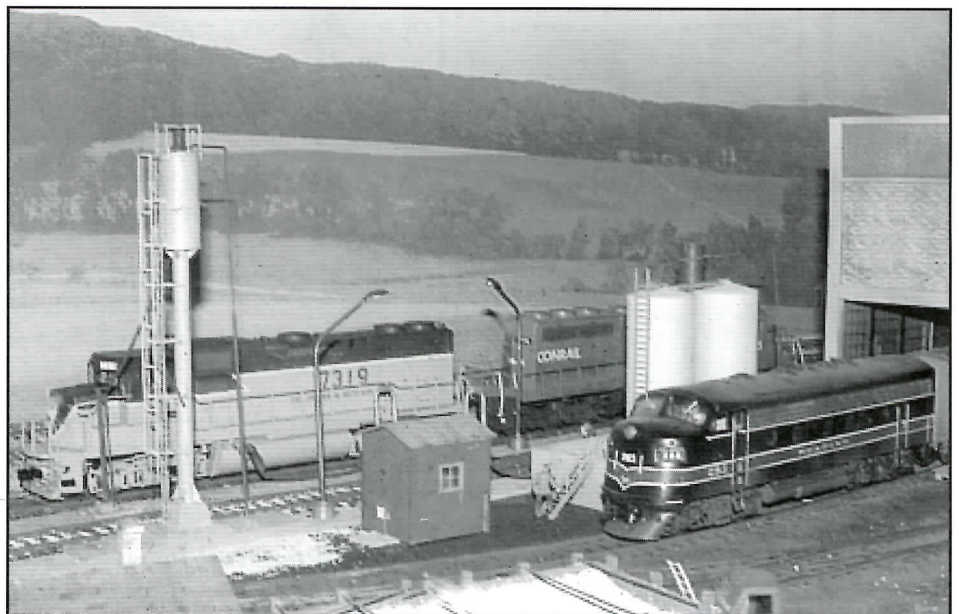
Bert likes modern railroading and especially all the different paint schemes of Conrail, so he decided to model early Conrail.

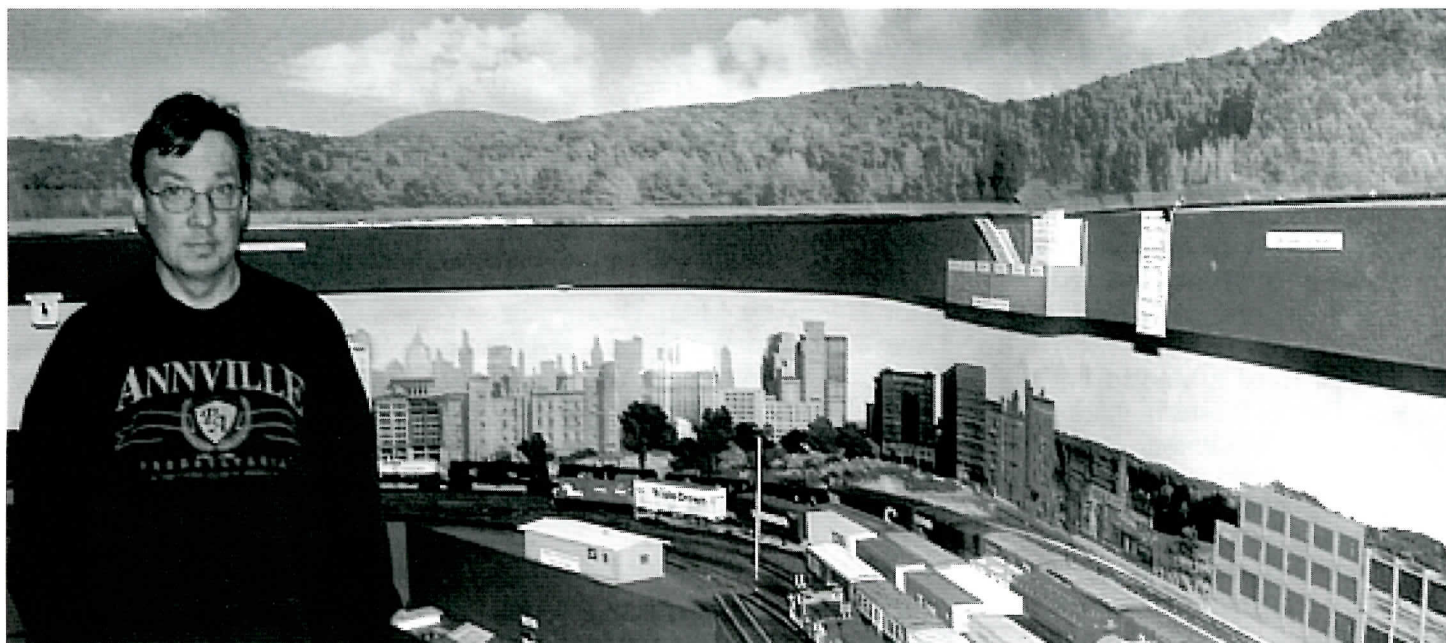
The layout is controlled with Digitrax DCC, and he is using Del-Air [Presently unavailable] to operate the turnouts. The scenery is 90 % completed using "chicken wire" as a base, with plaster cloth on top, then molding plaster to form the mounds and rocks.

While it is a two level layout, Bert is trying to suggest that his Conrail Eastern Railroad is routing its way through Central Pennsylvania, not identifying with any particular area.

Bert has been a member of the National Association of S Gaugers since 1990, the National Model Railroad Association, The Mid-Eastern Region and The Susquehanna Division, since 1969.

Bert tries to make all the model railroad conventions, club meetings and loves to do Rail Fan photography. Unfortunately, of late, it





Stan Furmanak in midst of upper and lower divisions of multi-deck layout.

seems that building the new layout, priming it for the NMRA open house is taking up most of his time.

Bert like's company, so if you are ever in the Allentown - Bethlehem, Pa. area, give him a call, you will be so glad you did.

Have a great day,
Bill Fraley

Note: Once we can get a Conrail and Eastern schematic, and can-name all of the layout's various assignments, we plan to write a full length article on the Conrail and Eastern.

Northbound 2398 exiting a tunnel on the lower level of the dogbone multi-deck layout.



HI-RAIL LAYOUT ON TOUR AT THE NASG CONVENTION

By Brooks Stover with Dave Campbell

Fourville Branch Line By Dave Campbell

In 1954, I lived a block from the Grand Trunk Western station in Birmingham, Michigan. It was the twilight of steam and I loved to watch the parade of commuter trains going to and from Detroit. My Dad rode those trains every day and occasionally, I was treated with a ride.

That Christmas, I received my first American Flyer train. It was a 4-4-2 Atlantic with three cars and an oval of track. Over the next several years, my layout expanded to four primitive loops and several accessories. I always dreamed of more when looking through catalogs but my Flyer Desire gave way to other things and my trains were packed in boxes. Several years later, my parents sold the trains when they reinsulated their attic.

My love for trains never died. In the late 70's, I started to dabble in N gauge. I loved what you could do in small spaces but was never really satisfied in their operation and I lost interest.

In the '90s, we decorated our family room with collectibles from the '50s and '60s. I remember a neighbor having a set of Rocket PA diesels that I always wanted. I bought a pair on Ebay for display and I became hooked. Over the next couple of years, I purchased many more items. I also clipped articles of layouts and track plans from several magazines in hopes of someday recreating a tinplate layout much as I had as a child.

When we bought a new house in 2003, I searched through the clip-pings to find possibilities to fit my

available space. I came across a Flyer layout by Mike Thurber in Classic Toy Trains. Using a CAD program, I developed the plan. The end result is the 16' X 16' layout which I call the Fourville Branch Line. Fourville is the name jokingly given to my friends of the group of 4 houses in my neighborhood. My mythical rail



Dave Campbell in 1957 with an early flyer layout.

road is the interchange with every major railroad in the US. (Remember, this is my universe)

The layout consists of 2 independent outer loops and 2 connected inner loops. The inner loops contain a small yard and sidings for several industries.

Track & Bench work

I purchased pre-fab benchwork from Sievers. It is beautiful lumber and assembled very easily. Benchwork for the total layout was assembled in less than a day. Track is the S-Trax system of sectional track. It looks great and was also assembled in a very short period of time.

Rolling Stock

I now have most of the Flyer items that I had always desired. When I restarted in the hobby, I was pleased with all of the additional items that were available from Lionel, American Models and S-Helper. I have added many from each to my collection. My favorite Flyer engine is the PA diesel and I now have 10 sets of those. There are plenty of items housed on shelves on the walls but all are operational and I change operational pieces often on the layout.

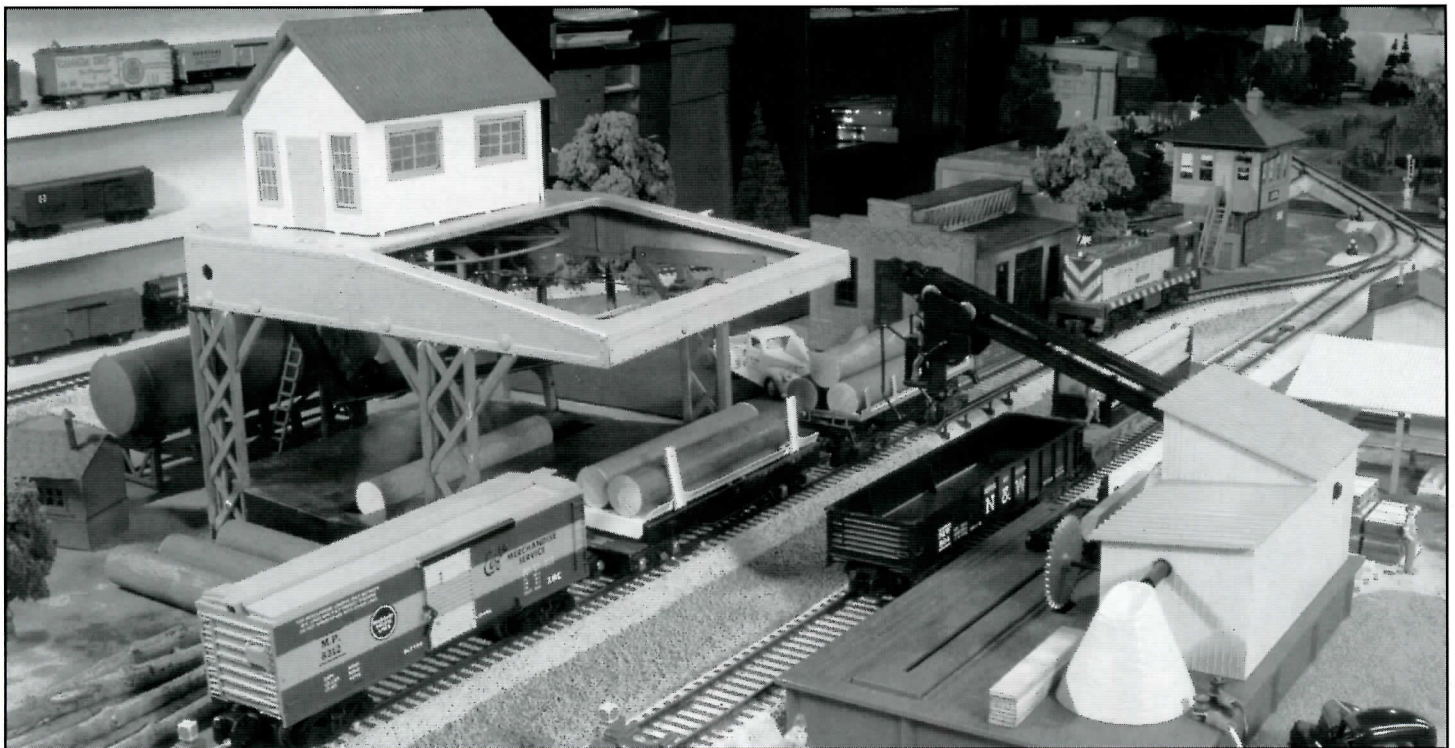
Scenery

I started creating scenery incorporating many of the Flyer accessories and Plasticville buildings. Having felt that most of these were a bit oversized for 1:64 scale, I decided to do all of my scenery in O scale. There is great availability of items and they seem to fit well with the S-Gauge trains. I blend a great deal of old with new and enjoy using electronics to supplement scenes.

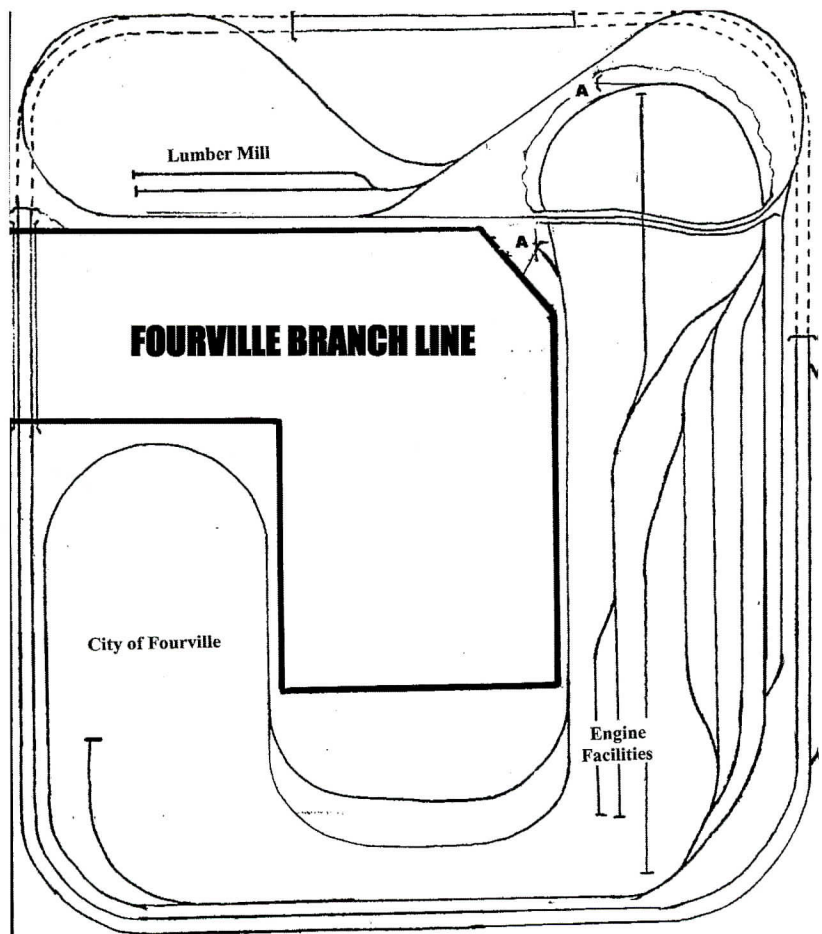
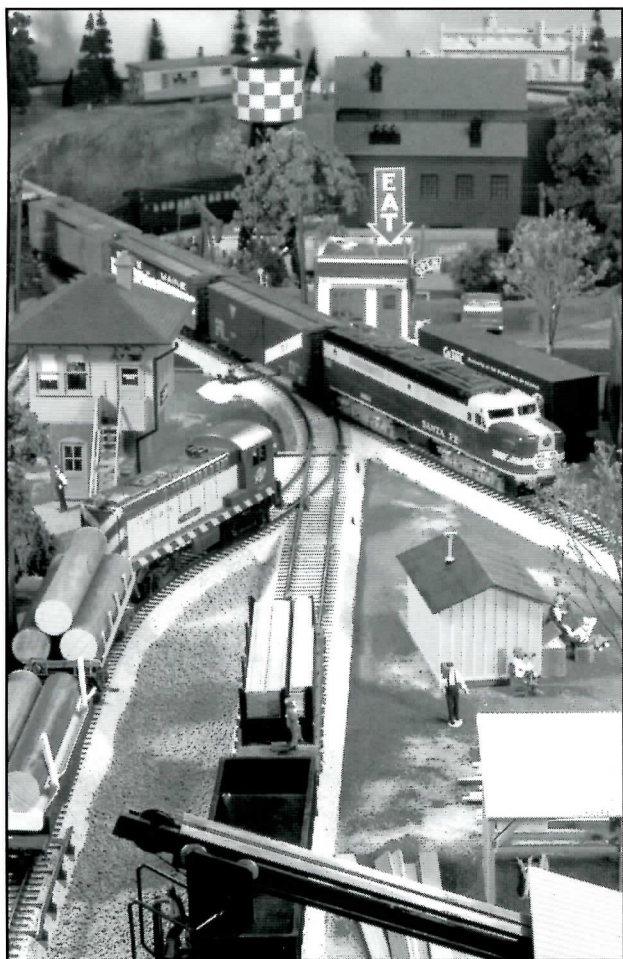
Being basically an impatient person, the layout was essentially complete in a year. Possible future expansion includes a 3 X16 foot extension with a yard and engine facilities. My wife feels that this should wait so that I have a project in retirement. I recently joined the Southeastern Michigan S-Gaugers and have been inspired by seeing what others have done in this scale. The distant future may lead me to modeling in scale, but for now, I am enjoying having the 50's layout of my dreams.

My layout was selected to be on a tour for the NASG National Convention in August. Hopefully those who view it will take a journey back in time.





Above -- An AF Baldwin in CNW colors switches cars in an action-filled industrial area that is home to a Log Loader and Sawmill. This scene is illustrative of the excellent scenery throughout Dave's layout. Below - A Santa Fe PA in the colorful blue and yellow freight livery makes a handsome train as it passes a local switcher working hard in an industrial area. *Photos by Brooks Stover*





Above - The night train behind a Union Pacific PA in the Armour Yellow scheme pulls out of the station well after sunset. The movie theater is doing a booming business. Below - The author's favorite American Flyer engine, an Alco PA Rocket, is at the Talking Station while a steamer with freight cars in tow passes by below. Photos these 2 pages by Brooks Stover





Above - Looking all the world like a page from an American Flyer catalog, a Missouri Pacific Alco PA is on the trestle with a matching passenger train while an SF Alco A-A unit is being fueled in the background. Below - You won't find a more colorful locomotive than this SP Alco passing Hillside Tower and a Gilbert semi-trailer, while vacationers in their VW wait for traffic to clear.



Port Huron & Northern Construction Status 6-21-06

by David Held

Construction on the Port Huron & Northern Railroad began in January of 2000. It is primarily S Scale standard gauge with the Northbound mainline running from Detroit to Grindstone City and a Southbound main from Detroit, through Battle Creek and on to Chicago (staging area). A narrow gauge RR interchanges with the PH&N at Sandusky, running North to the logging country, and South to a limestone quarry. There is a reverse loop at each end to allow continuous running.

99% of the track is operational for

both standard and narrow gauge. Scenery is about 75% complete with some structures completed and many more in various stages of construction. The golden spike ceremony took place June 8, 2005 with all PH&N dignitaries present.

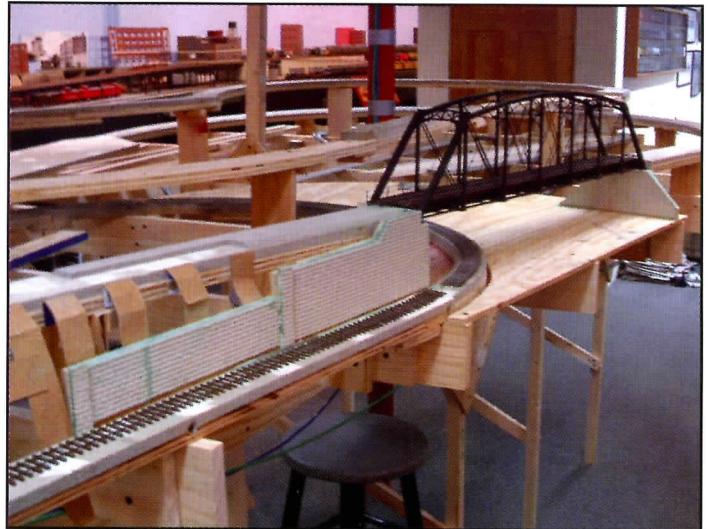
The layout is fully operational, E shaped, with a return loop on one end of the "E". Port Huron and Sandusky are located in the peninsula, which forms the 30 foot, center leg of the "E". The Detroit Terminal, including Milwaukee Junction, fills the upper leg of the

"E" and is about 65' long. The lower leg of the "E" contains Battle Creek (lower level) and Grindstone City (upper level) is about 35' long.

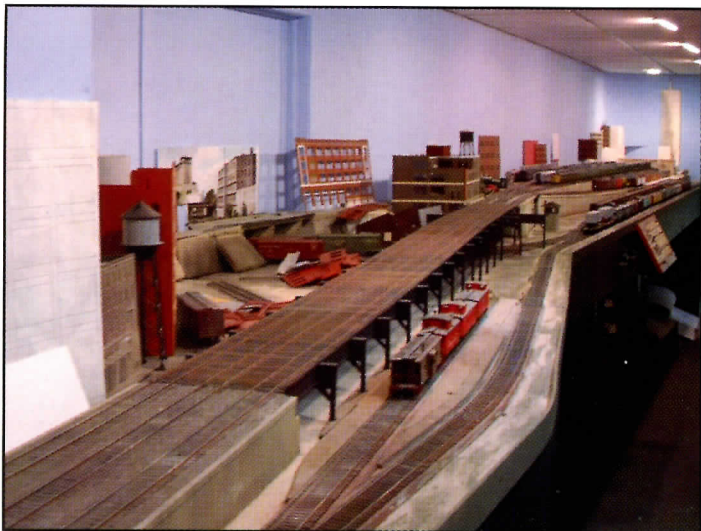
Layout width varies from 17' to 22', has a minimum radius of 40" with easement. There are over 65 turnouts including 2 three way lap switches and one double slip. #8s and 10s are used on the main line and #6s in yards and sidings. The distance from Detroit to Grindstone City is 2.5 scale miles and from Detroit to Battle Creek is 1.5 scale miles.



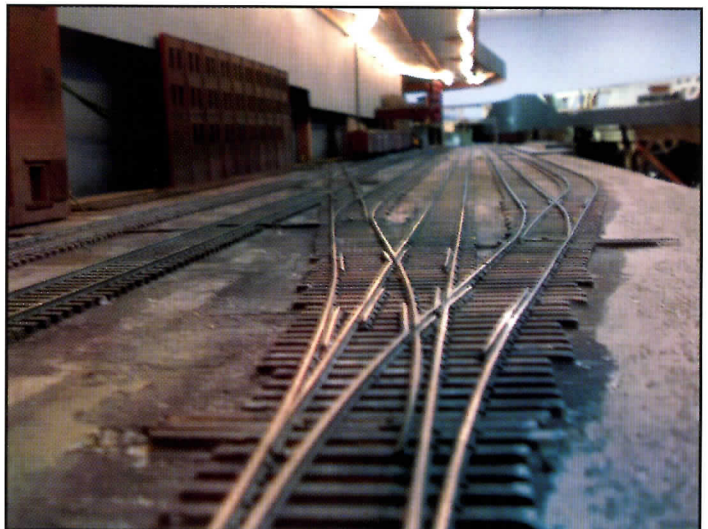
Peninsula looking south at Port Huron.



Bridge over the Cass River, south of Sandusky.



Detroit Terminal. The 450' approach trestle is scratch built from aircraft plywood, styrene and brass shapes.

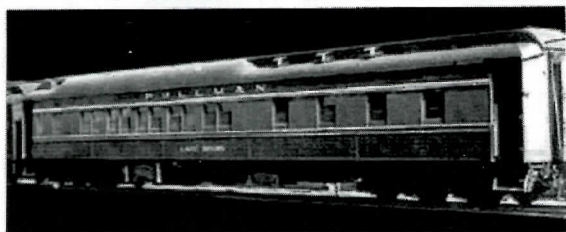


Looking north into Battle Creek (lower level) over a three-way lap switch.

In Stock!!

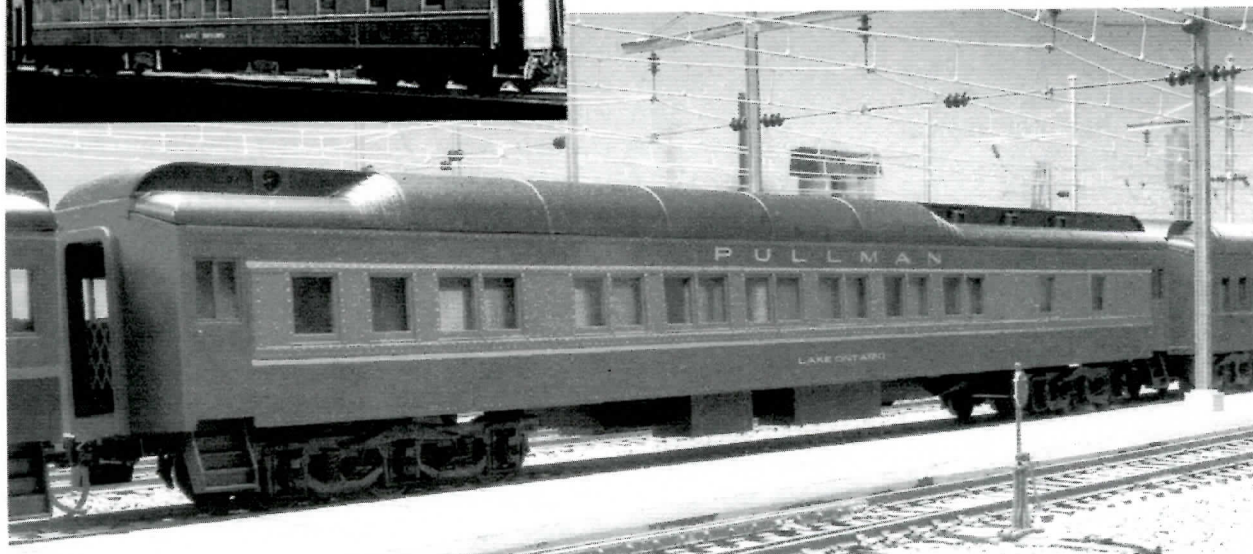
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S TRACKS

By Sam Powell

Getting Around the Layout Mind Traps...

Trouble At the Border: The most important part of getting anything accomplished in the physical world is mental. It involves understanding what we want, what we have to do to get our mental image translated into atoms, elements and fibers that look like our mental image. The problem here is that there is a pretty secure border between the mental and physical. We find all kinds of guards that hang around the border between our mind's eye and the physical manifestation that block the path between the two. Many of them are our own negative thoughts. "I can't do that". "It will be too expensive". "It will take too long". "It might not turn out good". "Other people might not like it". "It's a lot of trouble". "My wife does not want me to do this" "This is too much work for one guy". I'm not sure which prototype I want to model"

These doubts are so strong that they can prevent starting a project for an entire life time. The way out of this mental mind trap is to start focusing on the positive aspects of the project. Here are the positive corollaries to the above negatives: "I can do anything I set my minds to". Layouts are never finished, and the process is what makes it fun." "Anything I enjoy doing is good enough". "I don't care what others think. You can never satisfy other people anyway, so I won't focus on that." I will expand my skills and knowledge through the challenge of a new, major life project." "The model railroad will keep me home, and my wife will know just where I am at all times". "There is lots of help out there in the form of either friends who will assist, or books, magazines, and videos that will make the task easier" All I have to do is change

equipment and scenery to change the prototype being depicted".

You could go on and on. The point is, for every negative, you can think up a positive thought that will counter it. This process will disarm the border guards that are keeping your mental image from becoming a reality.

Next, break down the layout building process into small pieces that you can more easily imagine doing. And don't worry about the steps beyond the starting point. I remember 35 years ago, when S gaugers had to build everything, Dick Cataldi was building a full length observation car by kit-bashing Flyer streamlined cars. There was a large gap in the fluting on the side where the name board was now twice as long. It clearly looked wrong, so I said to Dick, "How are you going to get fluting across the extra long name board that exists now on this car" He shrugged and said "I'll cross that bridge when I get to it" He did, and the car turned out fine. The point is, he was not letting that doubt stop him from getting on with the project. His mind set was constructive, and he wasn't letting negative, fear based border guards stop the progress.

Why should I build a layout?

Of course this is not a one size fits all world, but there are some generalizations that I think we can make here.

1. You will enjoy it.

Only you can say this for sure about yourself. But more than likely you will enjoy the process because it is creative. Every human has the desire to be creative in some way.. There are many ways to express your creativity, but when in the creative mode, people are functioning on one of their highest levels. A layout promotes that creativity because it works on two levels: It works on the level of mind, when we plan, and on the level of the physical

when the thoughts we have turn into something physical in the world. Of course this is true of all our model projects, or even our purchases for that matter, but a layout is so complex in nature that the planing and execution of it stretches our creativity to a new level. Once you get going, the layout takes on an energy that perpetuates your interest, and your creativity. You end up in a creative cycle of conception and execution that feeds on itself. If your day-to-day life has a certain amount of drudgery in it, the creative process of the layout will elevate your mood all day. During the day you think about what you are going to get done in the evening, and then when you get home, you get at least a little bit of that accomplished. It really can carry you through life on a higher level.

2. It brings focus to your hobby.

Now for many of us, that is a frightening thing. It can be more fun to live in an unlimited dream world than to take the step to commit yourself to a definitive project with limited size, and scope. Living in the dream world however is kind of like the bachelor who never makes a commitment to one person. It's not always easy, but there are wonderful things to be learned from a committed relationship, whether to another person, or a specific train layout. Once you take the step to start on a real layout with defined limits, and scope, then all our hobby purchases start to take on a purpose that is more specific.

Once we are in a committed relationship with a specific layer concept, when we walk into the hobby shop, we will know pretty much exactly what we need that day, and why. We will know what it is going to be used for, and how. We will go home, and put that product to use. We will be creating something specific, that has a specific home on the layout. This generates a lot more action than if we are just stock piling equipment and materi-

als. Our expenditures of time and money become way more efficient than when we are just dreaming. I know guys who have changed their rosters two or three times because their planned layout changed. They hadn't laid a single piece of track, and yet had bought and sold three entire sets of locos and cars.

All your reading and research trips take on more purpose as well. You will begin to devour information about a specific place and time. This can lead to new, and enriching friendships as your research leads you to others focusing on the same time and place.

3. An S layout will promote S scale.

This does not have to be the main focus of your layout, but it is easier to sell S if you can show people the trains running. Even though S has a wealth of equipment to show off today, it still pales in comparison to the other major scales. Even though we, as members of the S community can appreciate the great good fortune to have a diversity of RTR equipment in S these days, is pretty hard to get outsiders real excited about a S scale purely on the basis of locos sitting on a shelf, or in boxes. They have seen it all before in spades in HO, O and N. So what? But show them a train layout, and they begin to see possibilities. The day is past when just having the equipment was enough to prove viability. Until the S trains are rolling out there, we are still the mystery, minority scale that is "ideal" but not practical. The layout proves the practicality of S.

4. A layout can build support at home.

Now, I know this can work the other way around, and some ladies are maybe correctly afraid that a model railroad will take over the house. They fear it may squeeze everyone out onto the street, or maybe come up through the floor and devour everyone like the crit-

ters in the movie Tremors. But, I know two local S gaugers personally whose wives are upset because they have NOT seen trains run on a layout..Until the ladies can see trains running, they feel that their husbands have wasted a lot of time and money. Running trains can result in the children beginning to understand and participate in the hobby as well. Many of us got involved as kids because of trains that ran around an oval of track from a starter set, not because we saw a bunch of trains sitting on a shelf or in a cupboard. It was trains in motion that got us hooked. Could the lack of running trains be partly to blame for the upward demographic shift of model railroading in general?

5. You will have a place to show off your equipment, and your models.

It is nice to have a home for the structures you are building. It is nice to be able to put the vehicles many of us collect upon scale streets. Last, and not least, it is nice to have a place to see your trains run. You will have a test bed for your rolling stock as you build, or modify it.

6. It can add a social dimension to your hobby.

A layout does become a place for like minded hobbyist to congregate to run trains and work on the layout. If several people in one area are considering, or building a layout at the time, then it is a natural thing to plan get together on a regular basis for the purpose of sharing talent, and energy. I find I am energized to work on my own layout by helping Dan Vandermause, and Richard Lind work on their layouts. The social end of the hobby is quite powerful. I have participated in other hobbies over the years, and non of them seem to attract participants that are as generous with their time and knowledge as model railroaders. A layout can easily become a tangible place for that sharing, and camaraderie to take place.

What should we call our railroad centered creations? There are several expressions used to name our miniature railroad world: Pike, Layout, Model Railroad, Model Empire. All of these terms really do not do justice to what we model railroaders are trying to do. A cumbersome expression I used in a clinic once years ago, that got a good laugh out of the modelers in attendance is "Railroad centered, kinetic, geo- political sculpture". That is even more cumbersome than "model railroad" and also has no short hand form. Since I am going to be referring to this many times in the next few years, I will elect to stick with train layout. "Layout" will serve as the shorthand form. I simply ask you, the reader, to hear Railroad centered kinetic geo-political sculpture" when you read the word layout. Layout is an old term that referred only to the track plan when I was a kid, but it has remained in everyone's vocabulary for more years than I care to admit, so I am going to stick with that. I know it is not a modern term, and does not convey the complexity, or artistry of modern model railroading, or Railroad centered, kinetic, geo-political sculpture. If there is a better suggestion out there, I am open to it, and will readily change the usage in this column.

The bottom line is, you can do it. You will have fun. You will learn. You will make friends, and you will help S. So let's do it.

My new and correct email:

spowell786@verizon.net

President's Message Continued from page 4.

Let's finish with a few thoughts on modules.

A group Of Canadian S modelers recently set up a modular layout built to a new standard called FreeMoS and there's some concern about compatibility between it and S-Mods. Well, S-Mods are due for an update and we don't want either standard to 'stand alone', so to speak, so we'll take a look at both and see if we can improve S-Mods and be compatible.

There are already modules out there built to the S-Mods standards and we have to make sure they remain compatible with any changes we make. This will take some time and maybe a little bit of trial and

error, so we're looking for your help. Contact your local VP or any other member of the Board Of Trustees if you think you can lend a hand.

And last but not least, the Southeastern Michigan S Gaugers are looking for modules to set up at this years NASG National Convention in Pontiac, MI. (Check the S-Calender for more information.) This will be a great opportunity for many to participate and provide some input towards improving S-Mods. The NASG modules will be there and we'll be listening.

See you next month.

-Sam

Jeff's Jct. cont. from page 5

conflicts with the dealer and layout halls, but everybody adapted. Karen Sappo (Randy's widow) brought many of Randy's scratchbuilt and award winning structures for folks to view and bid on if they so wished. More on this in Extra Board.

The Saturday picnic at the live steam (7-1/2" gauge) Mill Creek Central at the home of Dick McCloy in Coshocton, Ohio, was the highlight of the weekend. Dick has several acres of "layout" on his property that included 2 miles of track and 110 switches. He owns

one 4-8-4 steamer and two diesels, plus there were several guest steamers and diesels. As many as three or four of these were running at once meeting at sidings and hauling most of the visitors around. Coming is a 150 foot trestle. Following rides and eats, we caravanned to the Coshocton HO model railroad club. The banquet Saturday night included a family style Amish meal - umm good. On Sunday my 316 NASG Explorer hauled the three of us to Tom Boldt's house to see his underway scale layout and then on to some railfanning across northern Ohio.

-Jeff

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Production model built & photographed by Gerry Evans. Track and freight car not included in kit.

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THE CLUB SANDWICH

By Dave Pool

The Bristol S Gaugers (BSG): Doug Peck took his Portlines Hobbies to the Train Collectors Assoc. show in York, PA. and reported the passing of Bob Tufts, noted AF historian and editor of articles on the history of the A.C. Gilbert Co. Bob was the author of the *AF Collectors Column* as published in the *S Gaugian* Magazine in recent years. Bob was also the author of the book: *The Almost Complete Guide to American Flyer Sets..* The **BSG** is planning the NASG convention to be held at the Double Tree Hotel, in Lowell, MA. in 2008. Lowell, MA. was recently hit with extra heavy rainfall, and flooding has occurred causing major damages in the area. Hopefully the damages will be cleaned up and repairs made prior to the time of the convention.

The Connecticut S Gaugers (CSG) held their May meeting at the home of Diane and Henry Hook, in Seymour, CT. Members attending operated and enjoyed the fine AF layout of the host. Club member Bob Ritchie brought several of the new American Models 4-8-4 Northern steam locomotives and 2-8-0 Consolidation locos from S Helper Service. Several paint schemes on both locos were available for comparison. The **CSG** is ordering turnouts to be sent to the Crescent City S Gaugers to help them re-build their modular layout damaged by hurricane Katrina. The June meeting of the **CSG** is scheduled to be at the home of Stan Stockrocki, in Poughkeepsie, N.Y. Stan is a long time member of the club and has constructed a detailed S scale layout that is a joy to behold. Stan is a "Pro" at adapting available model train buildings and structures to S scale. The club is planning to attend the New Haven

Train Show to be held this year on August 20, 2006 at the New Haven City Wide Field House. John and Robin Vanacore organize and operate the show, so there is always plenty of S scale and AF train items for sale. The show is advertised as an All Gauge Train Show and there is always plenty of model RR items for modelers in every gauge and scale. The club recently welcomed new member Ralph Harrison of Milford, CT. Ralph is an AF operator and would consider building a module in the future when he gets his feet on the ground with S scale model railroading. He is also a bee keeper.

Several members of the **CSG** attended a train show recently, at the old Shelton Intermediate School, now used as a probate court and town offices. The show was in a gymnasium and large cafeteria, with several operating layouts and various vendors. The show was organized by Barry Howard of Howard's Hobbies, a home business selling model RR scenery (rock castings, trees, scenery items, raw materials, etc.). Your column editor, Larry Hally, and Pete Henningsen attended the show among others. The show was suggested as a possible venue for the **CSG** modular layout sometime in the future.

S Canada is a group of dedicated S scale modelers, mostly in Canada. The **S Scale Workshop (SSW)** is a loose association of like-minded friends who possess complementary skills and agreeable personalities, according to the latest newsletter of **S Canada**. The group has an S scale layout designed to showcase the very best products and modeling in S scale. The layout includes hand laid track and switches with Code 83 rail and photo etched tie plates. Some sid-

ings have Code 70 rail. Each member of the **SSW** builds and displays their own modules. A layout was set up at the Copetown, Ontario 2006 Model RR show. **S Canada** member

Paul Raham has been working on his Moira Valley Railway, and had a display of same to the general public. Paul is working on a scratch built Canadian Pacific Railway stock car which will have 432 pieces of floor planking. Paul has operating sessions on the second Saturday of the month at his rural retreat in Marlbank, Ontario. A new supplier of S scale locomotive and car parts was announced in the recent newsletter of **S Canada**. William Flatt of Campbellville, Ontario, has begun producing cast pewter S scale parts. Most of the parts are for Canadian prototype trains. Hank Duivenbode had an open house to display his model RR on April 29/30. Hank is located in Maple Lake Park. Issues of the newsletter include classifieds for the members and dealers who specialize in Canadian prototype model RR parts and trains.

The Pioneer Valley S Gaugers (PVSG): PVSG member Dave Sullivan showed samples of material for the proposed club banner. The club was planning a trip to Montreal, Canada in late May via Amtrak. The trip would be a two or three weekday event, and passports would be required. Jim Richardson hosted the club for their April 27 th meeting, at his home in Shaker Heights, MA. Club member Steve Allen brought several S scale cars which he painted and weathered. George Reneris is building an S scale camelback locomotive which he displayed at the meeting.

The Western N.Y. S Scale Association (WNYSSA) held a module work session at the home of Gregg Mummert in late March to straighten out the wiring and add accessories to the modules.

Harry Morath brought scenery sections for the corners and they were test fitted to the modules. Don Webster brought his new American Models Northern loco and Gregg displayed two new Putt Train engines.

Harry Morath hosted the club meeting in the end of April, at his home in Lancaster, N.Y. and eight members attended. Harry is in the process of tearing up an S scale layout and installing an O gauge one. Fortunately Harry plans to include a loop of S scale track to the layout. He is active in the club and contributes to the club effort to build S modules for display at various model train shows. Member Bill Barren donated a repainted AF 290 pacific loco to be used for operation on the club layout. The club members were planning to hold another work session at Gregg Mummert's home in Cowlsville, N.Y. to work on club modules.

The South Jersey S Gaugers (SJSG) hold their meetings on a regular schedule at the Stratford New Jersey Senior Center. The meetings usually include a clinic, and business of the club is conducted. The club has good news regarding use of a store at the Echelon Mall, Voorhees, N.J. to store and display their modular layout. Through the generosity of PREIT Services, LLC. Managers of the mall. The club can display and set up their layout when it is not in service at a train show or other venue. President Hank Worrell was instrumental in negotiating the space for the layout display at the mall. The layout display was first opened on April 1. Prior to that time club members were very busy making small displays (2) for the two windows in the display area, assembled a 10 ft. x 20 ft. modular layout, and painted and decorated the display store for the public showing. Wayne Schneyer, Hank Worrell, and Joe Balcer worked on the modular layout and numerous other club mem-

bers all pitched in to complete the window display layouts and decorate the store area. It was a true club effort. The club has agreed to host an open house at least once per month, (a bit more during the Christmas holidays), and they have exclusive use of the heated and air conditioned store. They can also store and work on the new layout that they are building.. They have a lease until the end of 2006. The club is scheduled to set up and operate their larger layout at the National Train Show to be held on July 7-9, 2006 in Philadelphia, PA. The NASG has agreed to help with some of the costs that the club will incur, to promote S scale at this premier model railroading event. At the April meeting John Aaron gave a clinic on detailing a Baldwin Locomotive and an RDC car. Some of the members made a field trip to the Allentown Train Show and a visit to Frank Titman's Spiral Hill RR. with the Lehigh Valley S Gaugers.

The Neshaminy Valley AF Club (NVAFC) met at the home of Joe and Nancy Fisher in Abington, PA. for their March meeting. The host had two # 296 AF locomotives with whistles from the Sears set that were operated by those attending the meeting. Joe had his jukebox filled with 45 RPMs from the 1950's era. The members attending discussed and approved club meeting, attendance, and membership rules that spell out the new member process. Two thirds of the entire membership must vote on a prospective new member. The club welcomed new member Ray Nase from Souderton, PA. Member Roger Weiss requested that the club display their portable layout at the Mason's Lodge on Nov. 19, 2007. Roger also suggested that it would be good to have a member give a talk on model railroading. The club members agreed to display the layout and have someone give the talk. Mike Ramsey coordinates the club activities and edits the club newsletter which is dis-

tributed via e-mail. The April club meeting was held at Phil's Tavern, in Ambler, PA. on April 14. The meeting is billed as "Boy's Night Out", and the talk includes S scale and AF trains. Mike and Kathleen Hudek hosted the May meeting at their home in Newtown, PA. This was the 16th anniversary meeting at the club's birthplace. The hosts are planning to move to New Jersey in the near future. Jerry Hillier is coordinating the purchase of new club shirts or light jackets to replace the worn ones that the club members now wear.

The Susquehanna S Gaugers (SSG) met on April 1-2 at the studio of Mark Anderman for a meeting, billed as a "steam up". The studio is an old barn that has been transformed into a photographic studio. The plan for the meeting was to lay track on the floor to operate trains, cover as much of the floor as possible, and run as many trains that they could on the tracks. The set up was planned for Saturday, with operation to be on Sunday for as many visitors that could be attracted. The Loose Ties, another model RR club was invited to help operate on Sunday. Eight members of the club with two younger helpers, Corvin Oberholtzer and Bernie Guegliotti also helping did the set up. The layout included some 400 ft. of track and several turnouts some manual, some electronic, and some on automatic control. Jim Ingram set up a device to automatically control two engines on the same loop of track. Using an electric eye to sense the location and control the trains. He also demonstrated a magnetic activation system that he constructed for use on another model RR, and could be adapted to use with S scale trains. Jim is one of the driving forces behind the SSG and he helped in the club formation. Dave Van Gilder from Shamokin Dam, PA. reported on the club's activities.

The Pittsburgh S Gaugers (PSG) held their April meeting

at the home of Jay Clark, in Verona, PA. The host has a hirail layout that was operated with the new American Models 4-8-4 steam loco. Jon Knox gave a clinic on RR traffic control systems. Jim Whipple brought his custom painted AM RS-3 diesel, and On3 passenger car converted to S gauge. The club also has "coffee and trains" get together to supplement their meeting activity. Such a get together was held at the Eat-n-Park restaurant in Kirwan Heights, PA. on April 10. The club's May meeting was held at the home of Andy Lorince, near the Squirrel Hill Tunnels. The club is scheduled to meet at the home of member Jim Fahrion who has a hirail S layout that can operate various S trains. The layout has AC power, and is nearing the point of completion. The July Coffee and trains gathering is scheduled for July 10 at the Harmerville King's restaurant at 8:00 P.M. Jon Knox coordinates the club meetings and events and edits the club newsletters distributed by e-mail. The club has on order some track turnouts that are to be used on modules that the members are building. Member Paul Kovacik has space where the work on the layout modules can be carried out.

The Lehigh Valley S Gaugers (LVSG) recently held a secret project meeting where the members could bring a project that would be judged by the members to select the most popular or finest modeling effort. Member Roy Hoffman hosted the May meeting in Orrstown, PA. Roy has a fine S scale layout that has been featured in various magazine articles, and Roy recently added an extension to the center peninsula on the layout. Members attending had an Italian dinner after the meeting at a local restaurant. Tom Maurer is scheduled to host the club meeting in June. Marty Lukatch is scheduled to host the club meeting in July. Bill Fraley edits the club newsletter that is posted on the web site that the club maintains.

The Baltimore Area AF Club (BAAFC) held their April meeting at the home of Monte Heppe, in Pasadena, MD. Monty has an extensive AF layout, and he is adept at building accessories for his layout using AF components. The layout includes four operating loops on three different levels and includes over 60 operating accessories. The club has decided to purchase a Locomatic controller to operate trains on their display layout. The club has plans to promote the **2007 NASG** convention that they will organize and host. Monte Heppe presented the plans at a recent club meeting for the 2007 convention that are underway, including samples of the National Bohemian and Maryland Midlands club cars that will become the convention cars. The modular layout was set up and operated at the Union Bridge Depot Days, on May 21. Walt Westerfield is scheduled to host the club meeting in June.

The Suncoast AF Enthusiats (SAFE) enjoyed their tour of the local CSX Railroad facility. Many of those attending enjoyed climbing around the full size trains, including Les Baynard who suffers from arthritis. After the tour of the yard and shops, the club had a dinner (paid for by the club !)at the Whistle Stop restaurant. The trip was coordinated by Ed Riggs, who works at the CSX facility .The facility has the ability to perform most all RR repairs, including wheel and trucks, couplers, etc. Whole cars can be raised up to allow removal and repair of the rolling trucks and undercarriage. A very good time was had by all who attended. The club meeting in April was a celebration of the birthdays of two important members of the group. Joe Spinella and Joe Flora both were honored for their birthdays. The former is the husband of Anna who edits and distributes the club newsletter and unfortunately has had several mini-strokes and a fall at the end of last year. Joe is hope-

fully doing better, and Anna appreciates his help with the newsletter. On May 4, Joe and Anna Spinella hosted the **SAFE** members for their monthly meeting, in Tampa, FL. Twenty three members and friends attended. The meeting included the first free raffle, involving a prize valued at approx. \$25.00 given to the member attending who wins the raffle. Member Ed Riggs won a rather nice S scale boxcar. Carol & Lindsey Flora helped the hostess serve another birthday cake (dessert at the meeting)in tribute to the birthdays of Joe Flora and Joe Spinella. The club meetings are generally on the first Thursday of the month. The June meeting is scheduled to be on June 8, hosted by Gene & Wanda Vrooman, in Lutz, FL. The club is planning for the annual July 4 th event at the Lutz, FL. RR depot. The **SAFE** layout will be set up and operated at the event, with Gene Vrooman coordinating the attendance and set up.. The layout will be set up on July 3, prior to the actual event. Member Gene Hanlon has been commissioned by the club members to organize a club "fun event" for the month of August, 2006. Suggestions were made including a ride on the trolley at Ybor City, FL. with a dinner out afterward or a meeting at Richard Brown's church in Pinellas Park, where there are things for the members to enjoy.

The Chicago Assoc. of S Gaugers (CASG) members wished member Will Holt condolences on the passing away of his father n March 26. The club sent flowers to the family. William, Sr. was a retired USAF reserve officer and was buried with full military honors. He started his hobby of toy and model trains with AF O gauge and during his son's teen years began building live steam locomotives, which he pursued until his death. He worked as a design draftsman on freight car draft gear, couplers, and other components, prior to retirement.

The CASG is busy planning the Fall S Fest, to be held on November 3-5, 2006 at the Tinley Park Holiday Inn Select and Convention center. A logo for the Fest was selected and will be on the AF event boxcar and Fest truck. Both the boxcar and road vehicle truck will be available to those attending the event. The freight cars will sell for \$50.00 each and the trucks for \$16.95 according to a recent newsletter of the club. Will Holt is hoping to revive some activities of the past that were part of the club meetings. These include clinics at the monthly meetings, and "show & tell" where members could describe an interesting model project or special train item that they might have. The club is planning a summer outing that might involve the Fox Valley Trolley Museum, in Elgin; the Museum of Science & Industry, Chicago; the RR Park in Rochelle; and taking a Metra route out and return trip using the \$ 5.00 weekend passes that are available. Final plans on the outing will be made at future meetings of the club.

The Cuyahoga Valley S Gaugers (CVSG) recently put on the Spring S Spree, in Walnut Creek, OH, which was well attended and fun for those attending. The S freight cars for the event were Sherwin Williams painted and lettered S cars that were made after approval from the Company was obtained. Various club members, their wives, and friends all pitched in to help with organizing and operating the various events at the Spree. The club has reserved a hall for their annual Flea Market and Train Show to be held on August 29, 2006. The May meeting of the club was held on May 21, at the home of Sharon Morton, in Chardon, OH.

The Miami Valley S Gaugers (MVSG) set up and operated their layout at the Brookhaven Retirement Village, Brookville, OH on Sat. and Sun., April 29-30,

2006. The complete club layout was set up along with Jan Mason's smaller S Hi-rail layout. There was another large scale (G scale ?) layout brought by folks from the Eaton area. Tony Garza brought one of his fabulous passenger train sets for display and operation. Bob Guckian has been working on a club charter that was accepted by the membership at the display, with several small changes. It was heard that the Great American Train Show organization has discontinued operation of train shows in the area where the club members are generally located, so display of their layout at such events will not be possible. This could have financial impact on the club because they would not have the income generated by the show display of their layout. Member Tom Hartrum has a remote control that was purchased by the **MVSG** for operation of trains on their layout. Discussion was held at a recent meeting on how the controller could be used. The next meeting of the club is planned for early June at Larry Beam's car club house, in Dayton, OH. At the meeting, several AF All Aboard panels will be available for use in planning a smaller portable layout that could be set up for display where event venues would not have sufficient space to set up the regular club layout. The club will not have a picnic this summer. The club is considering purchase of an AF Baggage Smasher accessory to use on their display layout. The club is considering various S scale cars for the 2008 Spring S Spree.

The State Line S Gaugers (SLSG): Dave and Janice Wilma have agreed to assemble a new brochure that will promote the **SLSG** and S scale in general. Such a brochure could be a hand-out at the train shows where the club sets up and operates their layout. The March meeting of the club was held at the home of Jim Larson and Terry Dyer was assigned the task of looking into options for the club Christmas

party/celebration. The club set up their layout on March 25-26 for the Rockford NMRA Train Show held at the Harlem High School, Machesney Park, IL. George Sorenson wrote an article that appeared in a recent newsletter issue describing the Choo Choo Restaurant in Des Plaines, IL. The restaurant has food delivered to the customer's table via an operating O scale train. George describes his adventure in bringing his three grand daughters (ages 7, 8, & 9) to the restaurant to enjoy the experience of having the trains deliver the food.

The **SLSG** April meeting was held at the Conover Square Mall, Oregon, IL, where there is an operating HO model railroad that has DCC controls. Club members were invited as a group to see and operate the layout. Dick Bird coordinated the event for the club members. Member Bob Disse held the May meeting at his home in Poplar Grove, IL. Dave and Carol Tanner are scheduled to host the annual club picnic on August 20. The club newsletter issues are jam packed with valuable RR and model RR information, history, listings of local train shows and events, and listings of club activities.

The Central Ohio S Gaugers (COSG) welcomed new member David Parish from Gahanna, OH, in January. He is a retired teacher and has a layout featuring O scale Lionel to which he recently added a loop of S Helper Service track on which he plans to operate S gauge trains. The April meeting of the club was held at the home of Dana and Kim Davis, in Ostrander, OH. (near northwest Columbus). The host has been constructing a layout using S Helper Service flex track and Homabed roadbed on two levels. The members attending enjoyed operating and watching the trains on the host's layout. Larry Robertson, club president wrote an article in a recent club

newsletter explaining about the loss of member Jeff Link. He was a faculty member of the Columbus College of Art and Design, and a memorial service was held for him there. Jeff contributed to the club in many ways, as Secretary of the Board for two terms, Webmaster, scenery builder, fine-tuner of the video cam, and enthusiastic layout assembler and operator at a large number of train shows. The members will miss his presence as a nice guy and friend. Alan Evans also wrote an article remembering Jeff Link that was published in a recent club newsletter. The club is planning a special dinner meeting at the Hocking Valley RR Restaurant, Prospect, OH on June 25. The restaurant has an operating G gauge layout overhead, and lots of RR memorabilia. The **COSG** is planning for their hosting of the 2007 Spring S Spree, and Art Lofton is organizing the members assignment to various committees for the event. Lowell and Carlene Henthorn hosted the club for their May meeting, in Apple Valley, OH. There will be no club meetings in July and August. Bob Balthaser was welcomed as a new member of the club on March 13. Bob has a collection of AF trains and S hi-rail trains, but no layout at the present time. He is a banker with the Huntington Bank.

The Northern Ohio S Scalpers (NOSS) Held their March meeting at the home of Tom Boldt, in Canal Fulton, OH. The host is constructing a new layout and was anxious to show off the progress that he has made on it to the club members. Club member Bob Yahnke held the April club meeting at his home in Spencer, OH. The forthcoming S Spring Spree was discussed, and plans for work that needs to be done on the club's train modules was also under consideration. The layout was brought to the Spree, and volunteers who could set up, operate, and take down the layout were scheduled. Sharon and Jack

Sudimak returned from vacation in April and got the club newsletter written and distributed. Operation of the **NOSS** layout at the S Spree in Walnut Creek was a success, and they have been asked to bring their layout to the 2007 S Spree, as organized by the **COSG**. The May meeting of the club was held on May 21, at the Lafayette Church, Lafayette, OH. organized by John and Dean Lanzer. This meeting date was earlier in the month than usual because of the Memorial Day holiday weekend.

The Southeastern Michigan S Gaugers (SMSG) met at the Chi-Town O scale model RR in March to view the layout that Mr. Paul Gribble has built and operates in Commerce, MI. Twenty nine club members and Stephen McKay, a guest of Dale Baker, attended the event. Mr. Gribble owns the building that houses the layout that is computer controlled. Several trains can be run at the same time on the layout. Several trains were running - passenger and freight, the longest of which was a 305 car coal drag. Terry Dwyer and Dale Baker reported on the progress of track work installation on the club's new portable layout. Dale is planning to make turnouts for the new layout, as commercially available ones are not the best for scale S operation. Bob Stelmack hosted the club meeting in late April in Oxford, MI. Jim DeWitt was present after a brief stay in the hospital, and now has a pacemaker. Members welcomed Jim who has been an active member of the **SMSG** for many years. Dave Campbell held the May meeting of the club at his home in Oxford, MI. Gaylord Gill is scheduled to hold the June meeting at his home in Highland, MI. Club member Jerry Poniatowski had a photo of his layout in a recent issue of *Classic Toy Trains Magazine*. The caption with the photo was not correct, according to a recent issue of the club's newsletter. Gaylord Gill gave a report at the May meeting on the upcoming

NASG annual convention which is sponsored and organized by the club this year.

The **SMSG** set up and displayed their modular layout at the Railroad Days in Durand on May 20-21. The older layout was used because the new one is still under construction. Bob Ristow resigned as president of the club, and the club's board of directors met in April to fill the vacancy. Ken Garber of Windsor, Ont., Canada was selected as the new club president. Ken is an active capable S scale modeler, and has participated in the S Canada activities. The club bylaws state that the board has the responsibility to fill a vacant position as might be required. The members suggested two names of members who could serve as the club president. The board met to select the president, Ken Garber.

The Badgerland S Gaugers (BSG) club is scheduled to sponsor the 2008 Fall S Fest, and financial preparations must be made to plan and organize the event. Member Dick Kloes brought his four layout modules to the WISE Division of the NMRA's train show, held at the Best Western Hotel near the airport in Milwaukee, WI. The club members discussed possible field trips for entertainment and meetings. The Museum of Science & Industry, Chicago, IL. and an O gauge scale club that has a layout in Milwaukee were two possibilities that were discussed. The April meeting of the club was held at the home of Ray Puls, in Geneseo, WI. The **BSG** Train Trade Shows will resume in the fall with events scheduled for Sept. 24, October 22, November 26, and December 17, 2006.

The Inland Empire S Gaugers of the Pacific Northwest (IESGAPN) met in May at the home of Jess Bennett, in Careywood, ID. where one of the finest S scale layouts resides. Jess

has built many custom large steam locomotives that are operated on the layout. The layout has sweeping curves and a high trestle that provide exciting viewing for visitors. The club had a poor attendance at their annual banquet held in January, and several members who did not attend explained that if the banquet were held in March or sometime in the spring or fall, they would like to attend, but the weather in January was a deterrent to attendance. The **IESGAPN** club is planning a real train ride on Amtrak for June 11. Members will take a train that leaves Spokane, WA. at 1:15 A.M. (on 6/10), and arrives at East Glacier, MT. at 9:54 A.M. (on 6/10), and has intermediate stops at Sandpoint and Pasco, ID. The return trip will arrive at Spokane at 1:40 A.M. (on 6/11). Club members will have to make their own reservations so the trip should be interesting as well as coordinating everybody getting together in East Glacier or other places of common travel. Jon Kettner coordinates the club activities and ably edits the club newsletters. The club is planning a picnic for July 9, to be organized by Bob Bowen or Bud Chadbourne.

The Rocky Mountain High Railers (RMRH) set up and operated their layout called the "Lookout Junction" at a recent show, the Western and Atlantic Train Show in March. Members of the club are helping John Eichmann in the loss of his son, Michael, on July 19, 2003. John has been re-directing his time and energy to this terrible loss, and he has not written any **RMHR** newsletter reports in the last year or so.

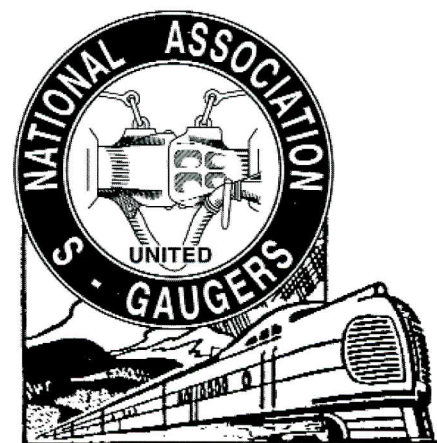
Rusty Rustermier hosted the March meeting of the **Bay Area S Scalpers (BASS)** at his home in Cupertino, CA. The O Scale West plus S train meet was a success, and the open house layout tour had four members layouts on it. These included: Ed Loizeaux's

large NYC with SSP equipment; Arden Goehring's large UP layout; Don Harper's Sn3 SP NG/Westside Lumber layout; and Mike Schwab's Sn3 San Juan Southern layout. Your column editor knows an O scale modeler who traveled to CA. from Conn. to attend, and was impressed with the S scale trains at the event. **BASS** member Bill Roberts accidentally entered his S scale coaling tower in the O scale popular vote contest, and won third place in the structures category. The club welcomed new member Bill Laffen, from Venice, CA. The club has considered setting up and displaying their layout at the 2008 NMRA Convention in Anaheim, CA on July 13-19, and the 2011 NMRA Convention to be held on July 3-9, in Sacramento, CA. Graham Henry organizes the club newsletter, and Lee Johnson coordinates the club activities. Barney Daehler is the Fireman Emeritus for the newsletter.

The Southern California S Gaugers (SCSG) met at the home of Dennis Bagby, in Altadena, CA. for their monthly meeting. Ten persons attended including the host. There were two guests, Lonny Beno and Bob Hendrich. Bob gave a clinic presentation on AF steam locomotive modifications that he made for three of Bob Knee's AF engines. Dennis Bagby had three locomotives for display including the new S- Helper 2-8-0, an imported brass loco, and the Lionel Mikado. Terry Dillon brought his new American Models Northern loco for those attending to examine. Archie Mills brought an American Models B & O EMD E-8 diesel loco and an AM passenger car that he built from a kit. Jim Best and Gene Capron are working on layout plans, using a CAD digital program. Their work produced a package that included elevation and grading plans, module dimensions and construction, and a bill of materials. The project was discussed at the next meeting of the club at the home of Gene Capron,

in Pomona, CA. The host of the March meeting, Dennis Bagby, has a large S scale layout (hi-rail) located in a separate building measuring 20 ft. x 30 ft. that club members could enjoy. Member Jim Best is helping Gene Capron design and build an AF layout to be located in Gene's garage. The layout will be constructed using module type sections, one of which (2 ft. x 6 ft.) was built by Jim Best and brought to the club meeting. Members of the **SCSG** agreed to help in the layout construction, and even several special meetings to work on the layout. The module brought by Jim Best prompted discussion by club members about construction of a club layout that could be used for display purposes. Archie Mills held the May meeting of the club at his home in Yorba Linda, CA. Agenda items for future meetings includes establishing a mission statement, module construction, collecting AF, building scenery, and building model RR kits. Goodness, your column editor thought building kits was passé with all the out-of-the-box S models on the market.

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

CALL FOR MODULES:

It may seem a bit early but the Central Ohio S Gaugers are putting out a call to clubs or individuals to bring S-Mod modules to the 2007 Spring S Spree to be held Columbus, Ohio on March 30 and 31. The group has a 7,000 foot area available just for layouts at the Makoy Conference Center in Hilliard (near Columbus). The dealer trading room itself will have 8500 square feet of space. These need to follow NASG S-Mod specs (hi-rail and scale) and be 4, 6 or 8 feet long by 18, 24 or 30 inches in width. Track centers are 2-3/4" with 2" cut back on each module edge for 4" bridge rails. If interested please contact Alan Evans. This is hoped to be a big modular event like some of the ones in the past. Alan's email is alan@rockyforkprinting.com or phone number is in the directory.

LAST RUN - BOB TUFTS

On the morning of April 20th Bob Tufts got up, visited several people at the various bandit meets before York, and later returned to his room. People were suspicious when his tables at the Billy Budd went uncovered late into the day, so the police were called and discovered him dead in his room lying on his bed. *See mention in Club Sandwich - ed.*

NASG AT THE NMRA, TCA

The NASG and the Potomac Valley S Gaugers will have a layout set up at the NMRA's National Train Show at Philadelphia this July 7th-9th, 2006. Also the NASG and the Lone Star Flyer Club will have a layout set up at the TCA Convention at San Antonio, Texas this June 23rd-25th. Any manufacturers who read can contact John Foley if they wish to send info to be passed out at these shows.

- John Foley, NASG Promotions
mr-sl@verizon.net

LIONEL WATER TOWER

Here is an item for the *Dispatch* that might be of interest to S Scalers/Gaugers:

Lurking on page 156 of the Lionel 2006 Volume 1 catalog is an unassuming, dare we say boring accessory; the Lionelville municipal water tower. Item number 6-14220, MSRP \$20.99. It does nothing. It doesn't bubble, gurgle, slosh or leak. There's not even a flashing red light on the top. It just stands there... Doing nothing... Silently... Patiently... It's perfect, or nearly so.

The water tower measures 13" tall and has a tank diameter of about 5" In S, this scales out to just under 70' tall with about a 26' diameter tank, a reasonable size for a municipal water tower.

The tower itself is a robust two piece molding. A seam is visible running up and down the two halves, otherwise the surface is smooth. There are two molded lugs for securing the tower to a layout, although it free-stands rather nicely. The most noticeable detail missing is the access door at the base. The tower is molded in white, the black "Lionelville" lettering appears to be screened on.

I was able to remove the "Welcome to Lionellville (tm)" lettering in about 10 minutes with a paper towel, some denatured alcohol and moderate elbow grease with no harm to the plastic.

I've been Googling around, and it seems nobody's done a comprehensive history on the design of municipal water towers, so I can't really say exactly when this style of water tower came into being. Perhaps one of our members could shed some light on when this style came to be. The Walthers ad for their HO version just states "the '60s." As the time frame for my railroad is a rather elastic 1957-1963 range, I'm finding the

Lionelville water tower suitable for use in the town of Winfield.

Rich Gajnak
#90R0530C



WORTHY CAUSE

My son Mark, age 24, lives in a group home with five other young men who are developmentally disabled. Every Christmas they and their staff put up a very impressive Christmas tree. This past Christmas I asked the manager of the home if the young men would enjoy having a train running around their tree. She said they would be thrilled.

About 2 weeks before Christmas, while the young men were at work, I went to their house with some AF trains and track as well as some inexpensive ceramic lighted houses. I put together a loop of track with a passing siding and a manual uncoupler, along with the houses and some trees, figures and cars, etc. For the trains I brought two AF Atlantics and 8 freight cars with a lighted caboose. The boys loved it. The trains provided them with a different type of enjoyment. Except for one small mishap, the trains survived.

Here in the Hudson Valley, the

word is spreading that electric trains and people with disabilities go great together. In addition to Mark's home, next Christmas I will be erecting a temporary Flyer layout at Cardinal Hayes Home for Children in Millbrook, NY.

The reason I am writing to my fellow S gaugers is that I need more trains. I am looking for Flyer trains that are inexpensive. If they get broken during use it will not be a tragedy. We want the children and young adults to enjoy playing with the trains without anxiety of damaging an expensive piece. I could also use some small Flyer transformers with circuit breakers.

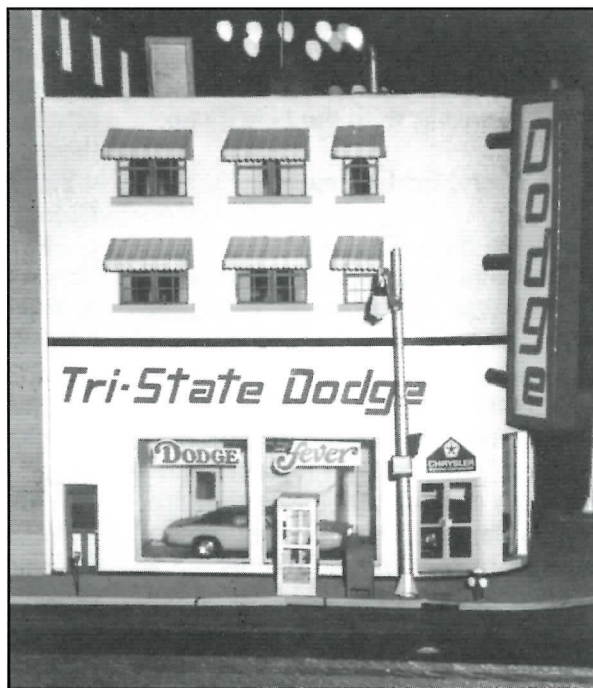
If any members have old trains they would be willing to part with for little or no cost it would be most appreciated. I can devote some time to cleaning and doing minor repairs to make them run better. As long as the cars have couplers that work and wheels that roll and engines that run I can use them on these Christmas layouts. I can definitely see more Christmas trees with running American Flyer trains in the future if I can obtain some more trains. Any help from fellow S gaugers would be most appreciated. My name is listed in the directory.

- Al Marotta

SAPPO BUILDINGS

Karen Sappo, widow of the late Randy Sappo, has decided to offer for sale many of Randy's award winning scratch-built structures, such as the one below, that many of us have seen in the S publications in the past or in person at the various conventions. They were on display as a group at the S Spree in 2000. This past S Spree they were also on display - and for sale. Check the June 2000 Dispatch for some additional photos. These structures are top-notch, scratch-built and most with interior details. Any of these could showcase a layout. If anybody has an interest in which structures are available and pricing contact: Karen Sappo, 525 MacArthur Ave., McKees Rocks, PA 15136 - 412-331-1867.

- Jeff



NASG COPY SERVICE

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

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

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

S-CALENDAR

July 2-9, 2006: NMRA National Convention, Independence Junction, Philadelphia, PA - www.ij2006.org

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. - www.trainweb.org/casg/.

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

March 30-31, 2007: Spring S Spree sponsored by the Central Ohio S Gaugers. Makoy Conference Center, Hilliard, Ohio (near Columbus). Lots of space - hoping for large modular layout. Alan Evans - alan@rocky-forkprinting.com. Websites: www.cosg.org and www.makoy.com Other details TBA

July 10-14, 2007: NASG Convention Baltimore, MD. Details TBA.

July 2008 : NASG Convention, Lowell, MA. Details TBA-

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

(Dispatch, email, website) to focus attention on a specific product and determine whether there are enough orders to proceed.

The recent Pullman cars are an example of the NASG spearheading a product that a lot of us wanted. Would those Pullman cars have been produced without the NASG's involvement? I read many emails about what S gauge needs. Our individual preferences are pretty diverse. For example, I really want full length heavyweight dining cars to match the Pullman cars. But I recognize that there are a lot of S gaugers who want full length stainless steel passenger cars. Guess what, I also want them. They are simply not my first priority. In summary, I favor the NASG initiating special projects one at a time to focus the demand and without too much risk by taking orders prior to production.

- Earl Henry, Nashville, TN

More on NASG Projects: If the NASG was to refuse to sponsor new products because of a flop (so-called by an individual regarding the brick factory project), projects like the Pullmans (and the sold out coach seats), that came after the brick building project, would not have come about. When the NASG came out with the AF GN caboose, it was a flop, but that didn't stop us from continuing to put out flyer cars each year and learn from a mistake. It would be a huge mistake to pull back and not take chances for the betterment of S because on one debacle. I had lots of arguments with manufacturers who felt that the NASG was in direct competition with them. We tried very hard not to do that, but we had to walk a fine line. I just hope that you'll be fair and trust the NASG leadership to do their best for S, even if the best sometimes doesn't work out?

Roy Hoffman, past NASG president

And More: In the good olde daze,

an NASG project was considered "ok" when it served to stimulate the production of other similar products by proving the first toe-in-the-water would sell well. Thus, NASG's brass freight car projects proved valuable at encouraging others to try importing them. Also, the first annual Lionel/AF car was successful and others came along afterwards, and Lionel did, eventually, re-enter the AF market. The intent of the early projects was to stimulate others in the private sector to climb onto the S bandwagon and, with a few exceptions, this seems to have worked quite well... And, regarding the infamous NASG brick/concrete factory project, that project probably stimulated some similar products from the private sector. After all, "S" might stand for "S"timulation - at least as far as NASG projects go. It is that first courageous step that NASG should consider taking on behalf of us all. If no one else will take it, what is wrong with the NASG taking it?...

- Cheers, Ed Loizeaux

Possible New Projects: OK, I am going to mention a few specifics - the War Emergency Gondola with side framing separate from the simulated flat wood or steel panels that the framing supports. It is on Kaslo's future reservation list. Also, a "core-body" kit for passenger cars similar to the two that are available in HO - full-length, no compromises. I'd also like to see a Kadee 118 "tightlock" coupler with a prototypically long shank - about an inch.

- from an email

Favor Projects When a Need: I think the NASG should help out when there is a clear need. The Pullman cars were a great representation. They did not have to pay for the project to get started as the molds, etc., were already done. They just had to 'nudge' the producer to come out with them again. The other spin-off was the Black Cat CNR passenger car decals that were produced sooner than I had

originally approached them for.

- Andy Malette

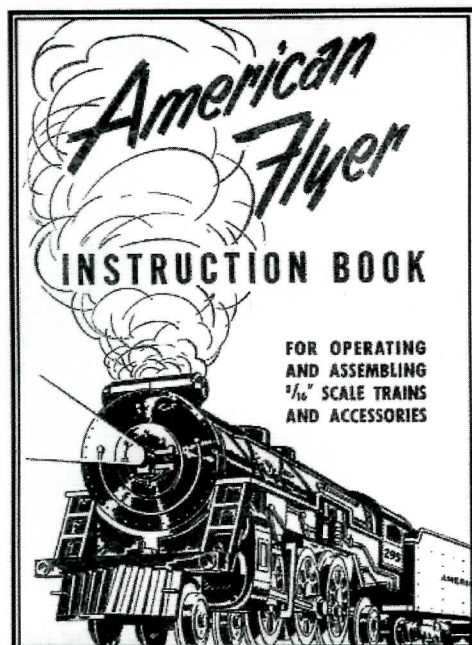
Comment on Bill Bateman: It was with surprise and much sadness that I read the notice of Bill Bateman's passing written by Billy Wade in the April *Dispatch*. Over ten years ago, when I was working at Orange Blossom Hobbies in Miami, Bill Bateman was a customer (one of my favorites), and would visit the store usually on a Saturday afternoon. At that time, he was an Air Force F-16 fighter jet instructor pilot who shared my love of trains and many other things (including aircraft and flying), so my conversations with him touched on many subjects and were always enjoyable. I still frequently look back on one conversation in particular, when he explained to me the flight capabilities and performance of the F-16 fighter jet. We lost touch after I left Orange Blossom Hobbies. He retired from the Air Force, but I thought of him often, and always when I saw an F-16 at an air show flying overhead.

- Bill Nielsen, Oakland Park, FL

A Wish List: How about a letter writing campaign from the NASG membership to Bachmann or Life-Like (now Walthers) to get into S? I'd like to see Lionel produce S gauge track.

- William Mezzano, Addison, IL
William also mentioned a lot about K-Line, but that was before Lionel absorbed them. Ed.

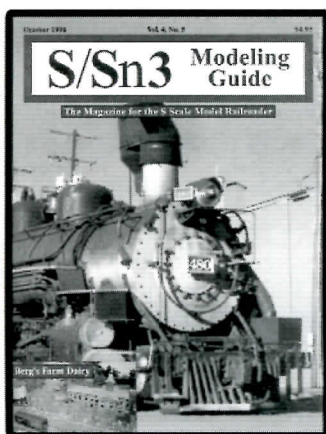




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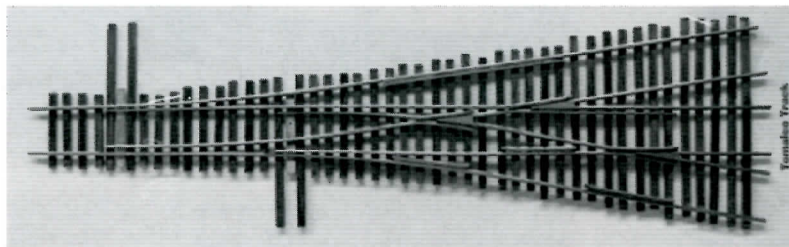
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