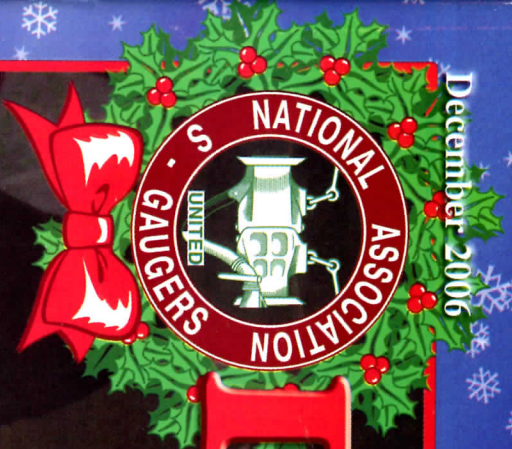
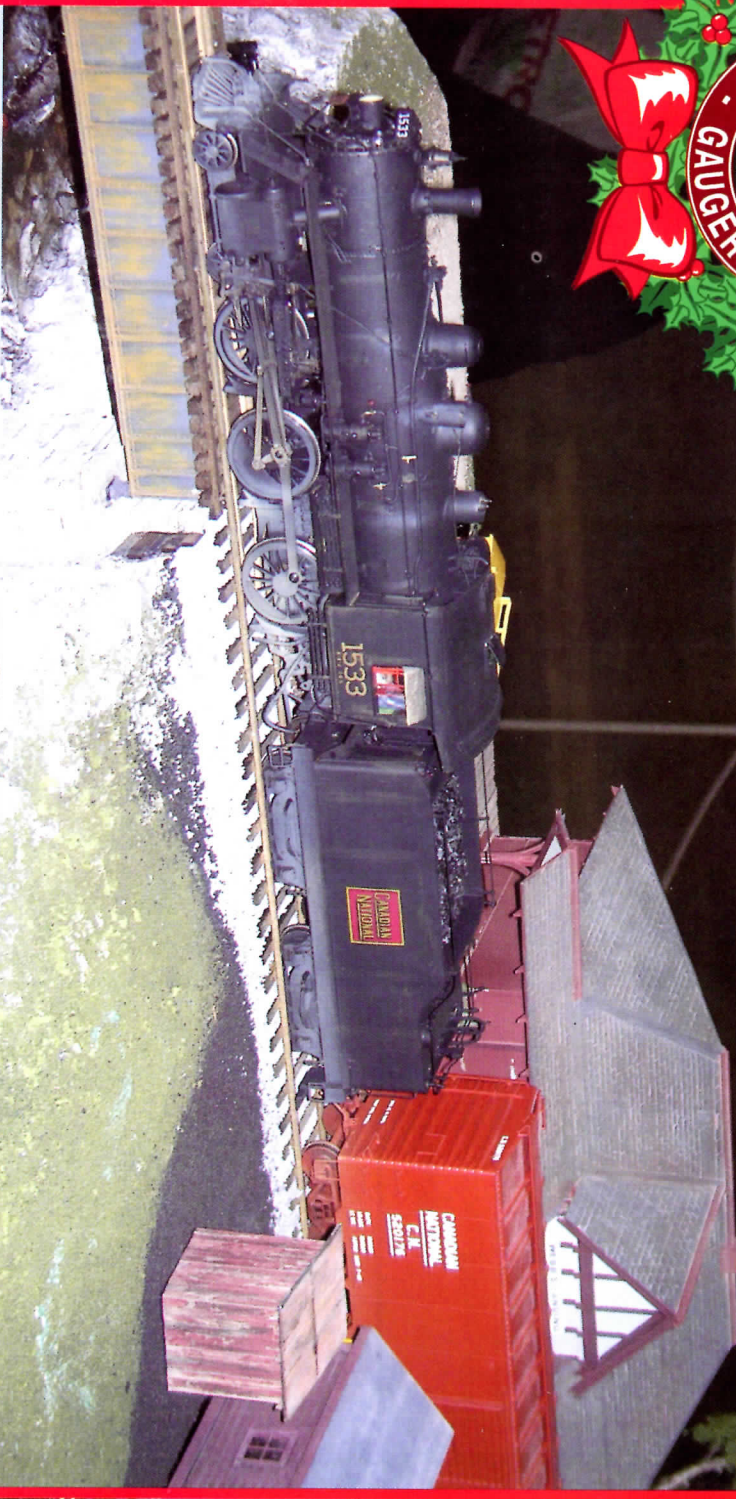


December 2006

\$4.95 U.S.
Volume XXX Number 6



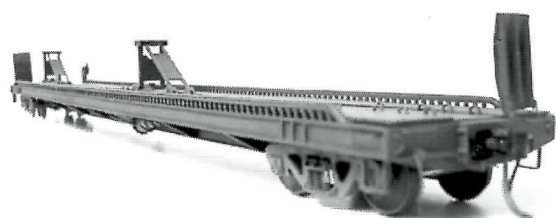
DISPATCH



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PRR F39 Piggyback Flat Car

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

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

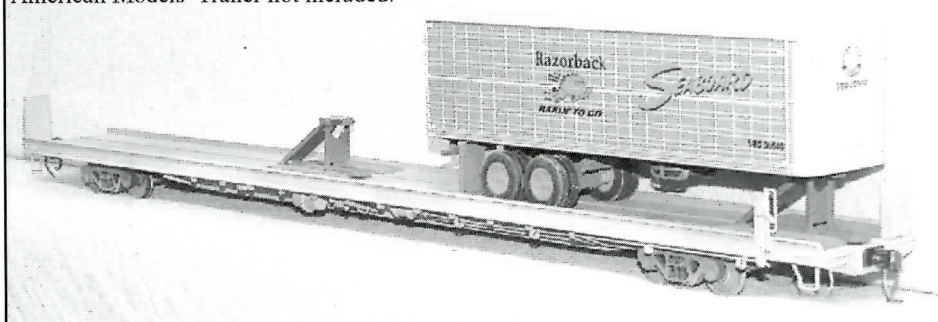
#09203 S Scale PRR F39 Piggyback Flat Car \$89.95

F89 Piggyback Flat Car

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

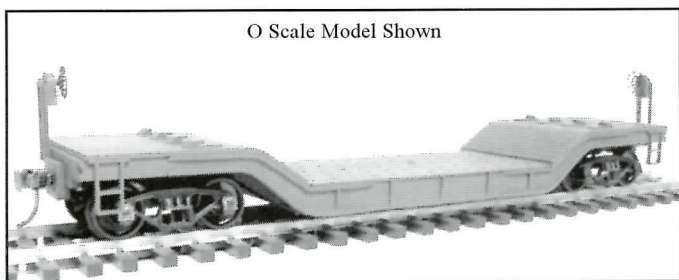
The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Due to its length, very wide curves are required. Kadee couplers, SHS roller-bearing trucks, American Models' trailers, and decals are not included. The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

American Models' Trailer not included.



#09200 S Scale F89 Piggyback Flat Car \$99.95

O Scale Model Shown

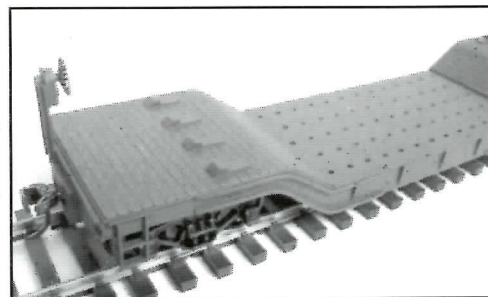


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Depressed-Center Flatcar



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

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COVER: Simon Parent's scratch-built CN 10-wheeler rolls across a bridge on the Southwestern Ontario S Scale Workshop Modular setup at the Toronto Christmas Train Show. Alex Binkley provided. Bottom photos Tom Hodgson's creations - NP Zephyr and Rotary snow plows.

ORDER BOARD

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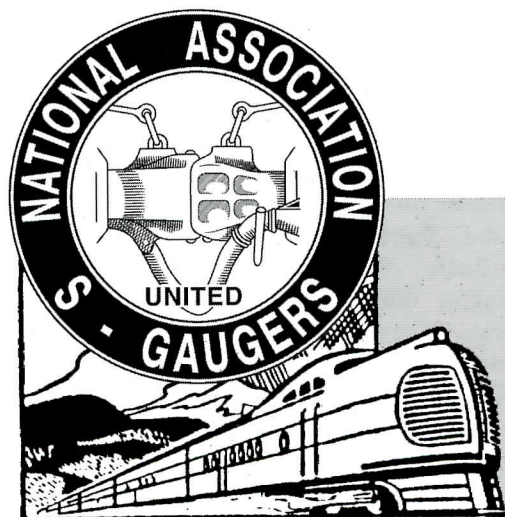
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NASG NEWS

NASG Cranes: NASG 2006 GE Brownhoist cranes have been delivered, and all ordered have been shipped. There are still about 200 cranes left available. So, additional orders are welcome with no quantity limit. There are also about 75 2005 GE double-searchlight cars on hand, again no limit. Cranes are \$85 each ppd.; searchlight cars are \$75 ppd. In addition, we are still honoring our special offer for a GN illuminated caboose, plus a one-year membership renewal for only \$54 ppd. For 2007 we plan to provide a boom car (work caboose) to accompany the GE crane. That will probably complete the GE work train car series, to be concluded in 2008 with an appropriate diesel engine. - - Doug Peck



RAIL MAIL

Early Modular Layouts: Recently Bill Lane purchased my modules from Jack Bartman, on Ebay of all places. I sold the modules to Jack back in 2004. It was quite exciting to see my handiwork sold on Ebay. Anyway, in the aftermath of bringing my modules back into the family so to speak I decided to dig up all of the old layout plans that I could find from back in the late 1980s and create a website for folks to investigate. Don Thompson and I used to publish a CJSS

newsletter called "Stack Talk", and in those pages I found the layout plans for about 9 layouts including the 1988 and 1990 NASG Convention layouts.

I also have a commentary about the Free-mo vs. S-MOD philosophy. It is a link at the bottom of the module website. I have heard through the grapevine that some people think that Free-mo is better for S. I have not thoroughly investigated the Free-mo system, but from all appearances it reflects the same philosophy that we tried to put forth back in the 1980s. And that was to be flexible enough to allow for loop layouts as

Continued on page 30

Jeff's Junction



**It's A Vision Thing –
S does its best - alive and in person!**

The mainstream model railroad press features some beautifully detailed model photos on covers, especially, and on interior pages. Most of these are usually HO and N scale models. I was admiring the July 1998 RMC color cover of scene on an N scale layout showing 2 Erie Lackawanna diesels waiting for orders at an interlocking tower that was protecting a diamond crossing. This got me to thinking – the visual appeal of the smaller scales are actually exaggerated and improved by the use of "fine photography".

To paraphrase a Seinfeld episode – "Nothing wrong with that." But if you were actually visiting in person an N or HO layout – I don't think your "naked eye" experience would match your expectations if you had seen the cover first.

Here's a couple of experiments for you to try. First, go to a local hobby shop that carries all the major scales. Ask the proprietor to set out an engine of each scale (S included) on a counter top. Then stand back and compare the relative visual appeal of each to the naked eye. You can even ask a few bystanders for their opinions. Next try visiting several home or club layouts of all the major scales. Perhaps this could be done during a local NMRA round-robin layout tour. Do this with a couple of non-S friends and see what the other guys have to say. Try to steer your questions of others to the overall appearance and size, but don't try to oversell S, just see what they say. While you're visiting layouts check out what height each scale appears best to your eyes.

Here's where S will probably shine! When the same quality modeling is present on an S scale layout, the actual "in person" viewing is bound to be an improvement to the naked eye over the smaller scales. Not necessarily though, with the larger scales like O and G. These might really be impressive to the "naked eye" because they are larger and will easily impress anybody. However, try viewing layouts as scenes in a normal operating session, and you might discover these scales are too big for easily seeing a train at a normal distance. Goldilocks rears her head again – N and HO layouts might seem too small to easily see details; O and G might appear too overwhelming. S then, can be just right. Yes, this is the result we are looking for. Common sense might also tell us that we can at least have a modest S home layout that isn't possible with the larger scales even though they might impress.

So what we have here is a natural "promotional tool" to use in touting our scale. In other words, "the naked eye" of the modeler is what we want when we have something to show off. Good magazine articles and videos are a good way to promote S, but we in S "know" that in-person viewing of the scale is what "hooks" converts and newcomers.

We need to take advantage of this natural gift to model railroading in our promotion efforts. There are four ways of doing this: 1. Modular and Portable Layouts. 2. Home Layout Tours. 3. Hobby Shops. 4. Entering NMRA contests.

1. First and foremost are modular (or portable) layouts being where there are crowds – fests, train shows, NMRA and TCA meets, conventions. Whether the layouts displayed are Flyer, hi-rail, scale or narrow gauge, there should be as much finished scenery and detailed scenes as possible. Most of the locos and rolling stock should be newer items that can be purchased currently. Show what's available for the current non-S modeler.

continued on page 30

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN HI-RAIL (37695 Jeanette Ct., Spring Grove, IL 60081 – Tom Hodgson (847)587-1116) showed off a new operating Rotary Snow Plow at the recent Fall S Fest in the Chicago area. It is available as a black plastic kit unpowered for \$70.00. RTR with belt drive for the blade but unpowered is \$175. Note: in reality these sometimes had a tender for fuel, but were pushed by steam or diesel engines. With the blade powered by a DC motor and batter, black with white letters, it is \$250.00. Add \$60 for SHS A.C. reverse unit with DCC socket set. Add \$20 for multi color scheme and road name (such as NP). S&H appx. \$15.00. So far Tom lists these road names, but you can offer suggestions too: Alaska RR, SP, NYC, NP, NH, RI, SF. A deposit of \$25.00 is requested for orders. On the photo page check out some other Hodgson creations such as the NP Zephyr, the Budd RDCs and the 2-dome tank car.

AMERICAN S GAUGE (9240 Sunglow St., Pico Rivera, CA 90660 – 526-912-0774 – www.classictrains.com) had some code 172 AF compatible powered turnouts at the Fall S Fest. These are now listed as in production on his sales sheet for \$59.95 each. The remote control turnouts have a 27" radius and match the realistic tie spacing of the other track items. Sectional and long flex track sections are available. Coming are 36" and 45" radius sectional track, RC turnouts with 19" and 45" radii and a 19 degree crossover.

GC LASER (P.O. Box 621, Genoa City, WI 53128, 815-354-6627, www.gclaser.com) had several craftsman kits at the Fall S Fest. These include a produce platform, storage shed, passenger shelter, country market (shown in the Oct.

Dispatch), trellises, stock loading ramp, rail milk platform, outhouses and many small details. A price example is the Milk Station Shed #22571 at \$34.99.

1/64 MODELING GUIDE (Deben LLC, P.O. Box 465898, Lawrenceville, GA 30042-5898 – www.debenllc.com) has a 1/64 all-S 2007 calendar available now. The price is \$9.95 U.S. and \$13.95 Canadian. Check the website to order.

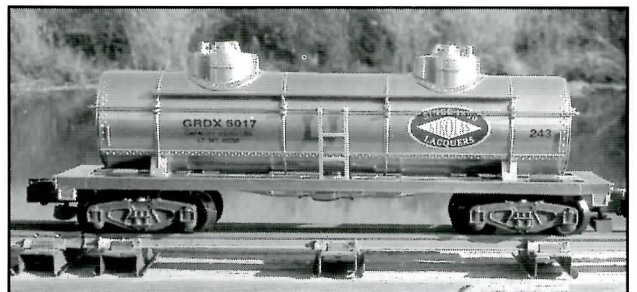
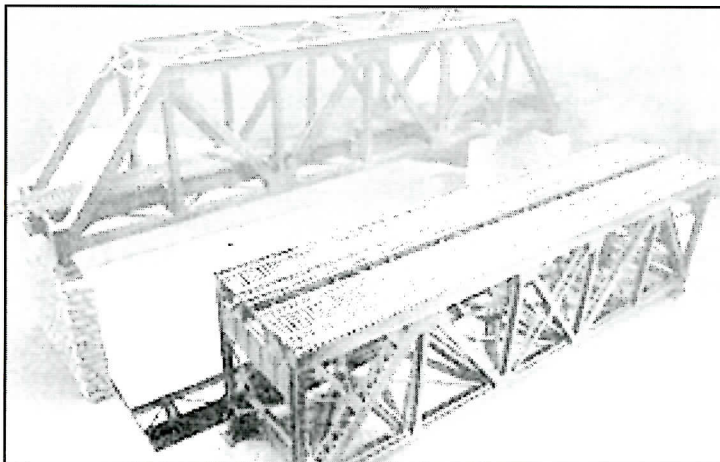
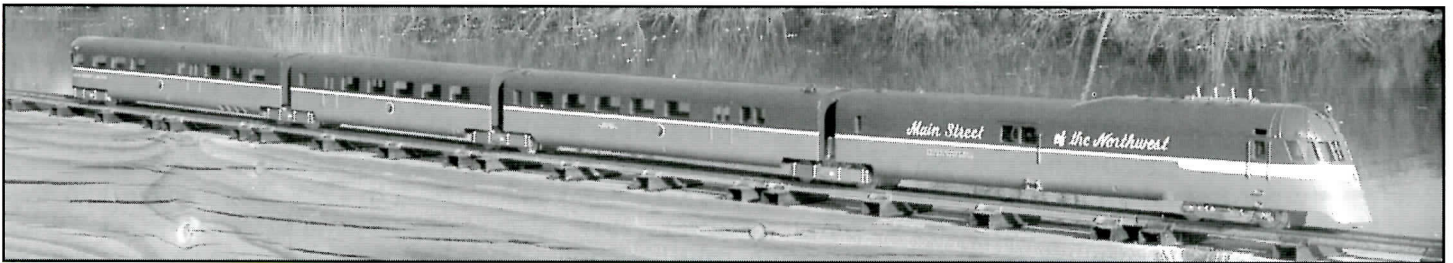
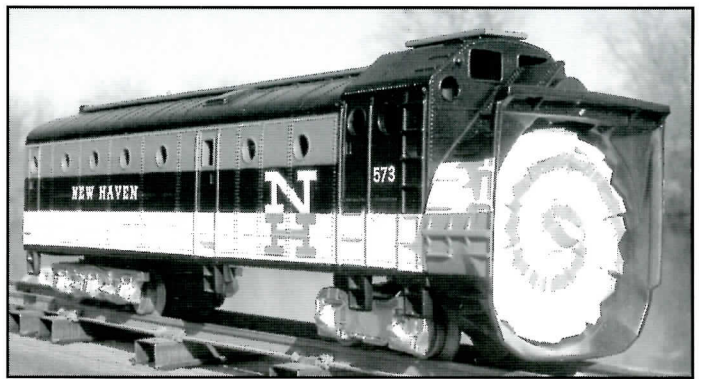
S HELPER SERVICE (www.showcaseline.com) had some new cars displayed at the Fall S Fest. These included 4 reefers, 2 stock cars and 2 bulkhead flat car with load. The reefer schemes include Priebe Poultry (C&NW), Skyland Eggs, Peerless Beer. These retail for \$45.95 each. The 2 bulkhead car is lettered GM&O with a aqua or yellow pipe load. They list for \$55.95. The two stock cars are lettered for Frisco and N&W. They list for \$42.95. Arriving in early 2007 will be some NW-2 diesel switchers with new paint schemes: ATSF black and silver tiger stripe, PRR Tuscan or Brunswick Green, CB&Q Chinese red & gray, Chessie or undec. – Prices range from \$199.95 to \$299.95 depending on options. Don't forget the "scratch and dent" sale next June 8-9, 2007.

TOM'S TURNOUTS (37 Kohler Rd., Dresden, ME 04343 – 207-737-4303). Tom Stoltz showed his line of turnouts at the Fall S Fest. He has various turnouts - #4, #5, #5 wye, #6 and #8. These can be in code 148 brass or NS or SHS code 125 NS. Only the #4 is not available in code 125 (SHS already has one). These have realistic tie spacing and feature weathered rail and wood ties (plastic ties may be coming). With a special frog insert the

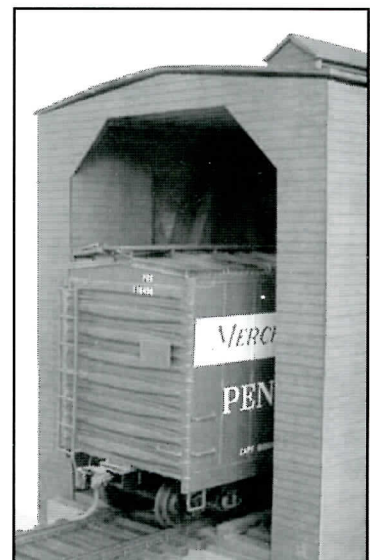
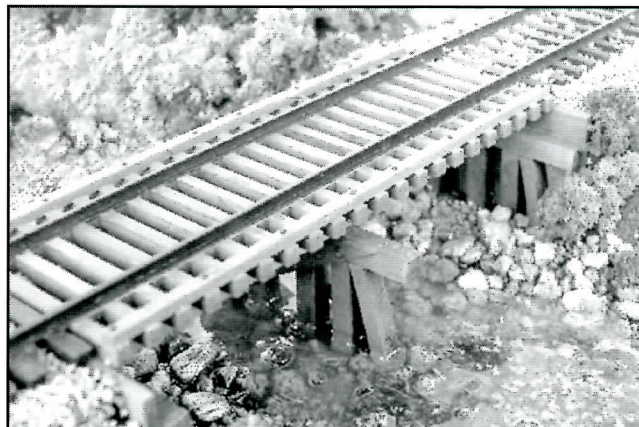
turnouts can handle scale, AF and hi-rail. They are also fully gapped, DCC ready, pre-wired, live frogs. Sample pricing includes NS #6 turnout with nickel silver rail for \$34 each.

WILLIAM K. WALTHERS (www.walthers.com). In the latest HO catalog check out Golden Spike Industries part #713-1161 Mainline Truss Bridge Kit. Yes, that's kit. Expected March 2007. The description says this is a non pre-cut kit that contains styrene parts for building five different bridges: 119' double track deck span – Pratt Design, 119' single track through span – Pratt design, 117' single track deck span – Warren or Pratt Design, 142' double track deck span – Warren or Pratt design, and 142' single track through span – Warren or Pratt design. Track and abutments not included. Expected retail is \$85. For S gaugers this kit could be useful as parts can be cut to fit S scale proportions. The 119' length would equal about 15-1/2" in S, and the 142' length would equal about 18" in S. It remains to be seen how well this will work in S, but it looks promising.





Most of the page shows offerings of American Hi-Rail, usually only seen in person at the Fall S Fests. Starting at the top: new rotary snow plows, custom painted Zephyr, RDCs and chrome 2-dome tank car. The two bridges are a possible 2007 HO kit offering by Walthers (think S). Bottom photos are two new kits from BTS - trestle and standard S covered bridge.



Meet an S Gauger

Roy Hoffman
By Bill Fraley

Roy Hoffman started in this hobby as an S Gauger in 1952 when his parents gave him a 4904T American Flyer set. He built his Flyer collection up for several years and had some American Flyer layouts along the way.

After a lot of job related moves, Roy finally got to build a permanent hirail layout in his garage. He named it the Penn Western which is derived from the Penn Central. It lasted from 1981 to 1992. Roy then built a scale version at the same location that lasted from 1992 to 1996. Roy moved to his present house in 1996 which came with a large basement and began the third and current Penn Western, also in scale.

Roy's layout is a freelanced pike with a Pennsylvania and New Jersey setting with Philadelphia as the hub. He grew up in West Philly near the Pennsy mainline. The Reading and B&O were also close by. Roy tries to feature as many Pennsylvania sites as possible. The main cities served include

Reading, Harrisburg, Allentown and Camden New Jersey.

He put a large mountain in his layout so he could include the upstate Pennsylvania anthracite region. Roy lives close to the East Broad Top, so he has been adding lots of Sn 3 devoted to the East Broad Top Railroad... Roy's pride and joy is a BTS 2-8-2 (Millie). Roy also scratch built the depot at Orbisonia. Some other East Broad Top features include the bridge at Aughwick Mills and the Sideling Hill Tunnel.

Roy said that he never met a prototype he didn't like, so he really doesn't have a single favorite. Besides the Pennsylvania roads, he likes the Richmond, Fredericksburg and Potomac and the L & N railroads. Roy said he would be just at home modeling other parts of the country as he is doing the eastern states.

The last time Roy expanded the Penn Western, he hand laid a loop of code 125 track and added SHS

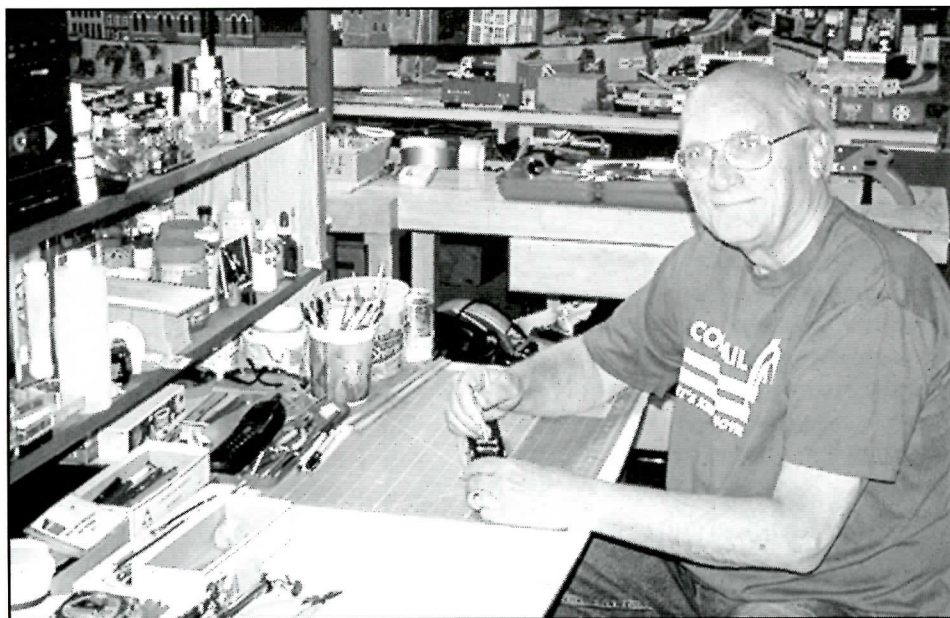
switches so he could run his remaining American Flyer trains for his grandchildren. Of course, Roy can also run the scale stuff, but likes having the American Flyer option once again. The layout breaks down to roughly 70% scale, 20% narrow gauge and 10% AF. Roy said; "One could say, only an S scale purist would be able to tell there's hirail snuggled into his scale layout"

Through the years, the Penn Western has been on the cover of the *S Gaugian* four times. His hirail Penn Western was in the third edition of *Classic Toy Trains* back in 1989. The same article also appeared in the *Classic Toy Trains* Layout Tour issue. Roy's biggest thrill was when he realized a life-long ambition to be in the *Model Railroader*. The scale version of the Penn Western had a picture in the Trackside Photos section in December 2002 issue and a full Penn Western feature article appeared in the October 2004 issue.

Roy has been married to the same wonderful woman for 40 years; many of you have met Peg at the conventions. They have two married sons and 5 grandchildren. In 2002 Roy retired from his profession as a Computer Programmer. A highlight in his career was working for Conrail in their IT department in downtown Philadelphia near the 30th Street Station. He has a large model of the station with interior detail on his layout.

Roy still has fun with computers by maintaining several websites. Some of them are devoted to S. Roy also likes to paint and that interest led him to paint all of his backdrops for his Penn Western. Other hobbies are sports, fishing and hiking. Roy also a history buff and does a lot of reading on that subject.

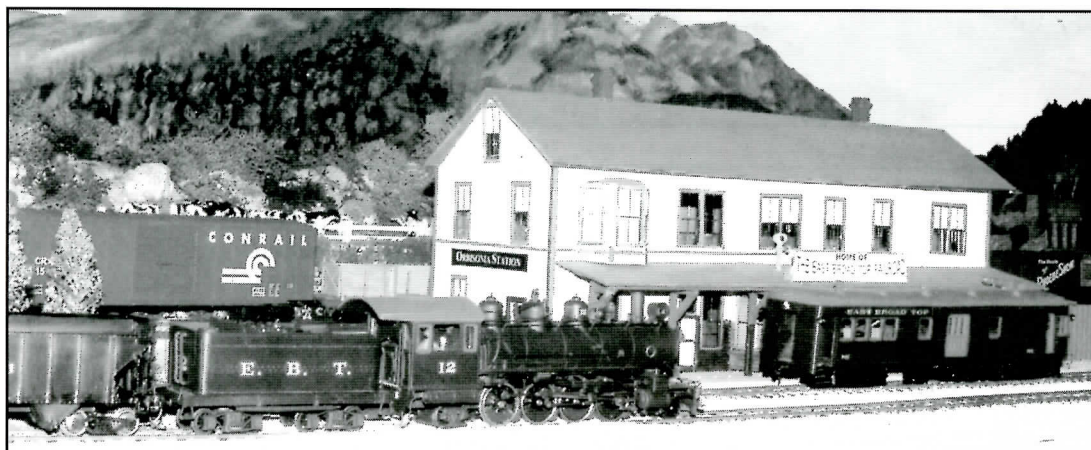
Roy is a charter member of the South Jersey S Gaugers that got started 1989. Since he moved to



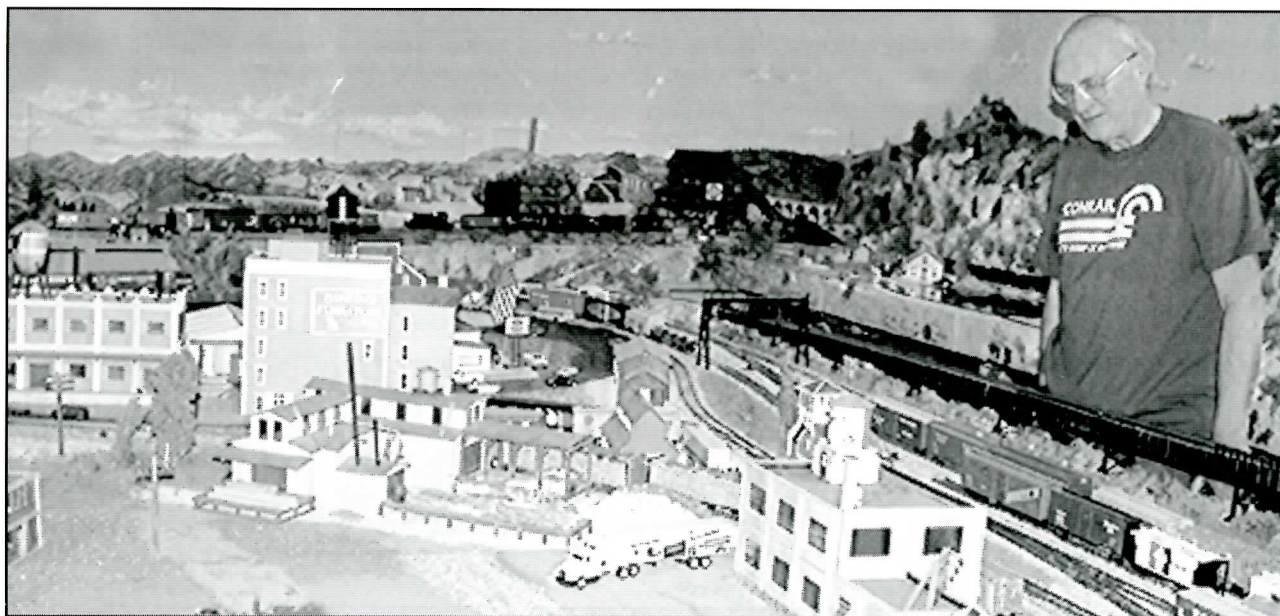
Pennsylvania in 1996, he has been a member of the Lehigh Valley S Gaugers, where Roy enjoys the fellowship with the likes of Frank Titman as well as the many other fine modelers in the club. Almost every member has an S scale layout and they provide a source of inspiration and pleasure.

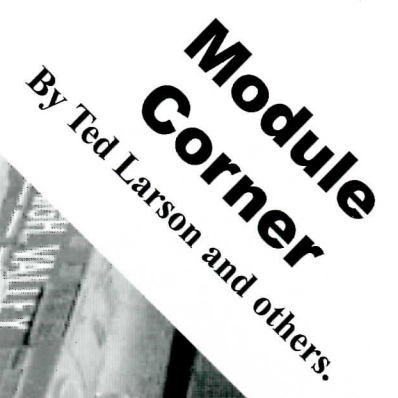
Roy was president of the NASG for 2001 to 2005 and enjoyed the challenge.

In closing, Roy said; "Like anything else, as president of the NASG had its ups and down. But overall it was very rewarding to me as I did my best to give something back to the hobby and scale that I've enjoyed for so long. Now I'm back to enjoying S as a regular NASG member. I still look forward to the day when S is a major scale and I hope the NASG keeps trying to bring that about."



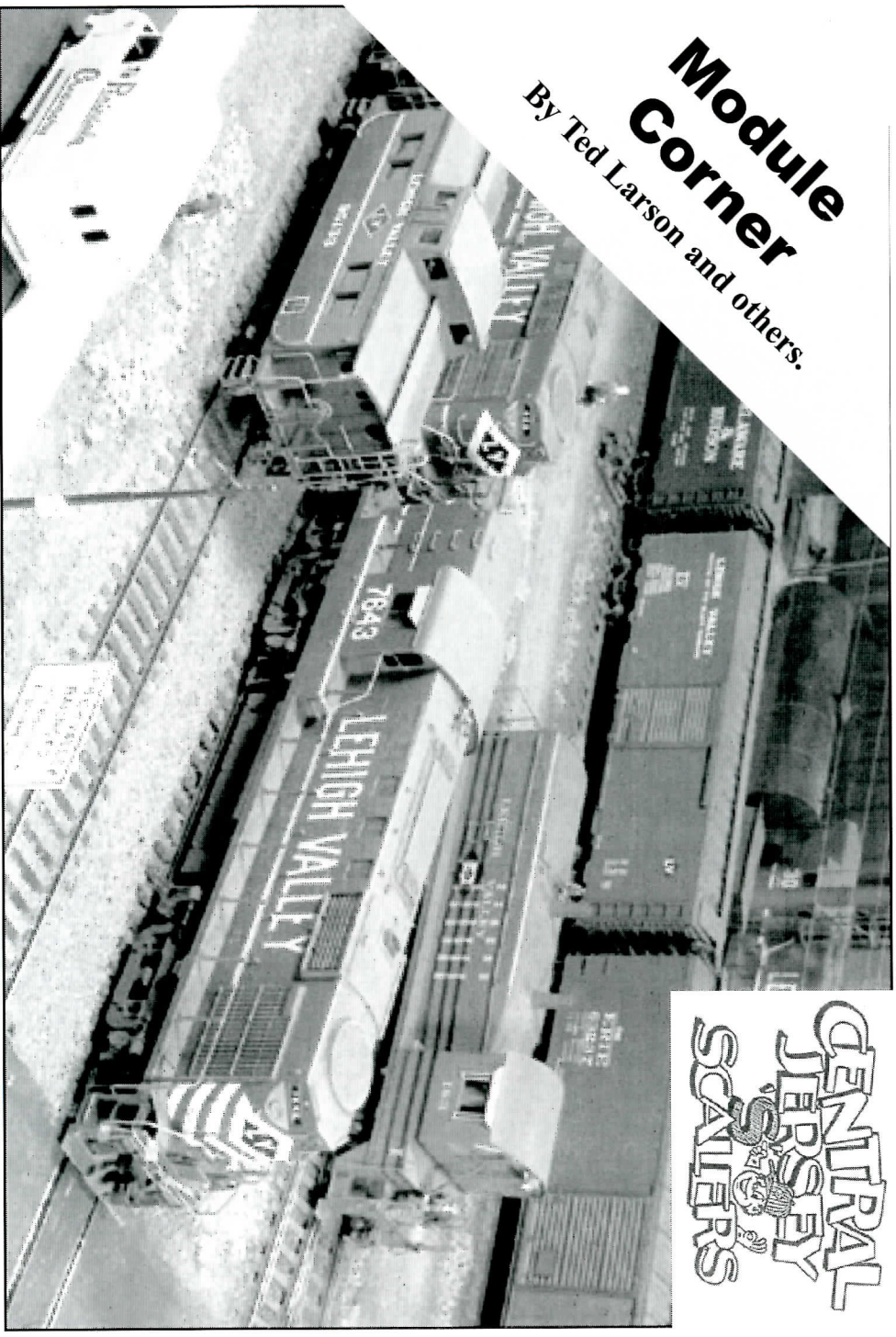
Three views of Roy's Penn Western. Top is a city scene, middle is a bit of Sn3 that he models and bottom photo shows Roy overseeing his small town industrial area.



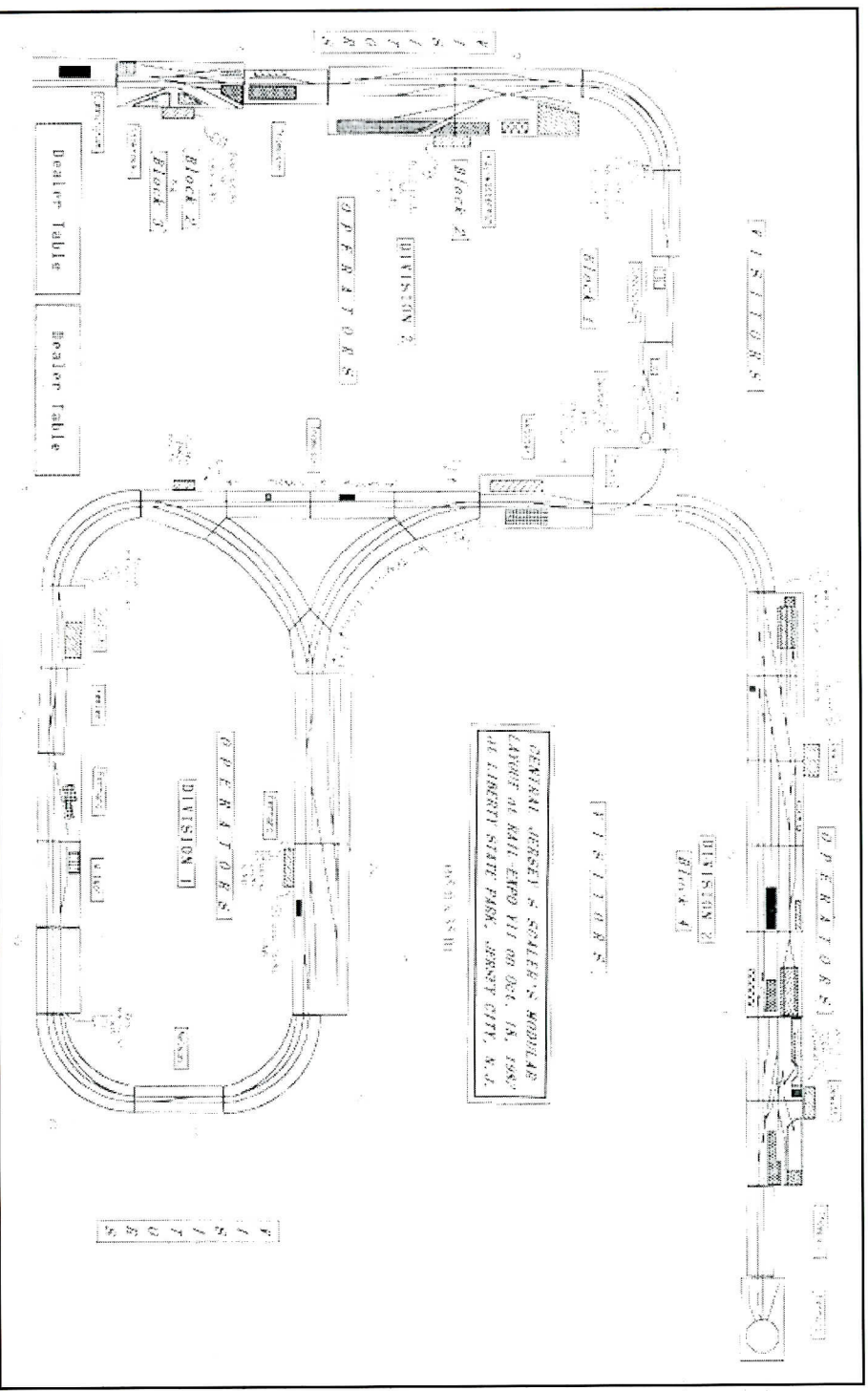


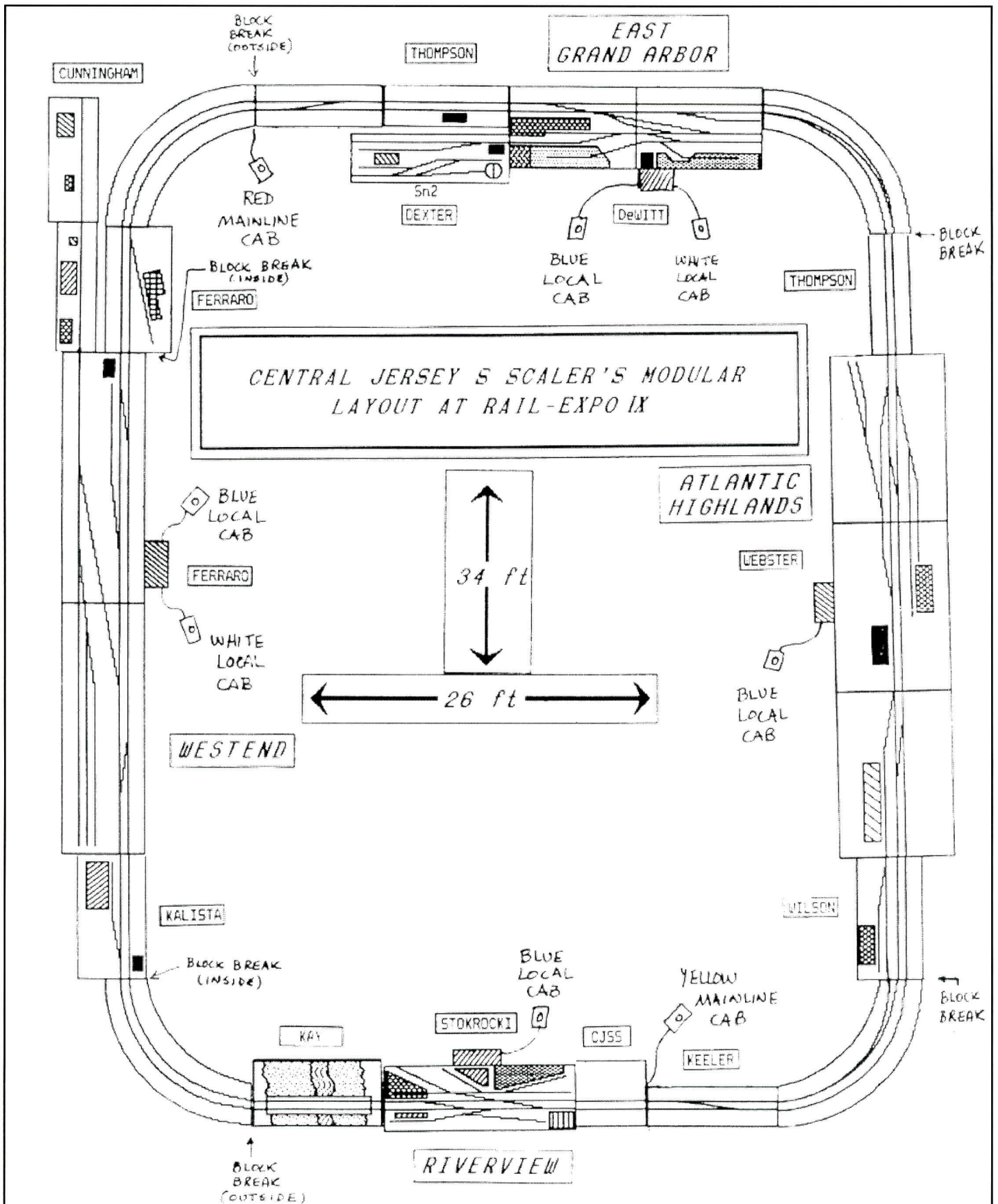
Module Corner

By Ted Larson and others.



CENTRAL JERSEY SCALERS





These two layouts are modular ones put up by the Central Jersey S Scalpers in 1987 (left) and 1988 at the Rail Expo in Jersey City, NJ. The S-Mod coordinator was Don DeWitt. Note that the layout on page 10 incorporates some deadends and single track, which as Don points out enables non-traditional operation. The layout at the right is more traditional. Most of these modules and more were incorporated into the 1990 NMRA lollapalooza layout that supposedly is the largest S-Mod presentation to date. Thanks to Don DeWitt for the drawings and photo.

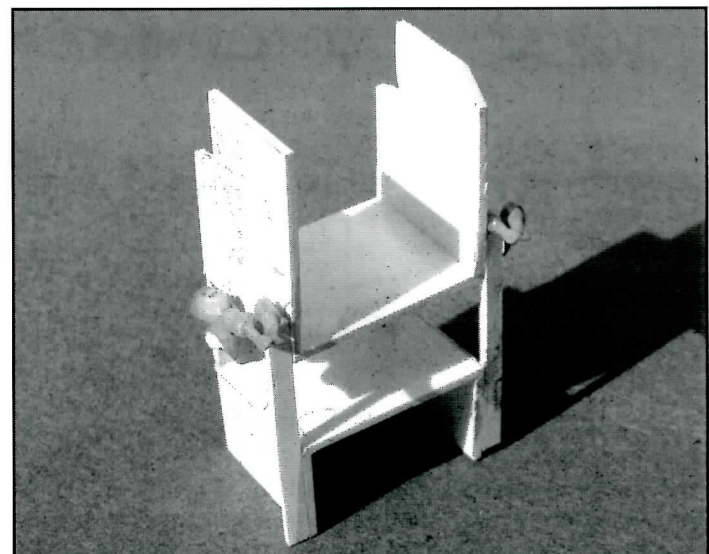
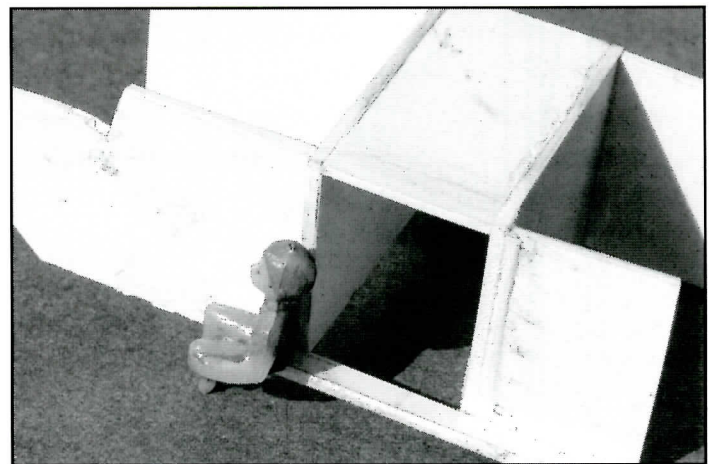
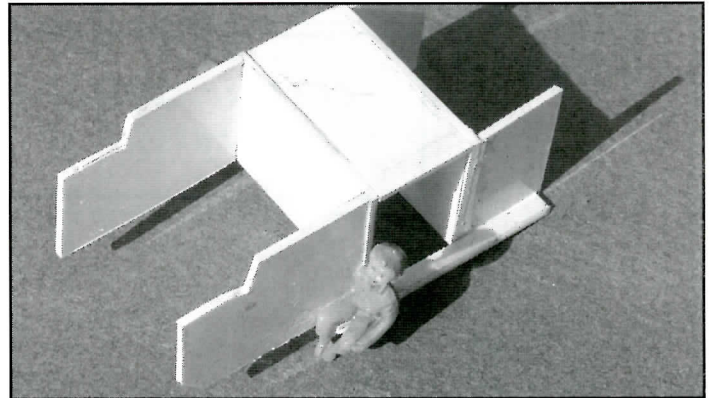
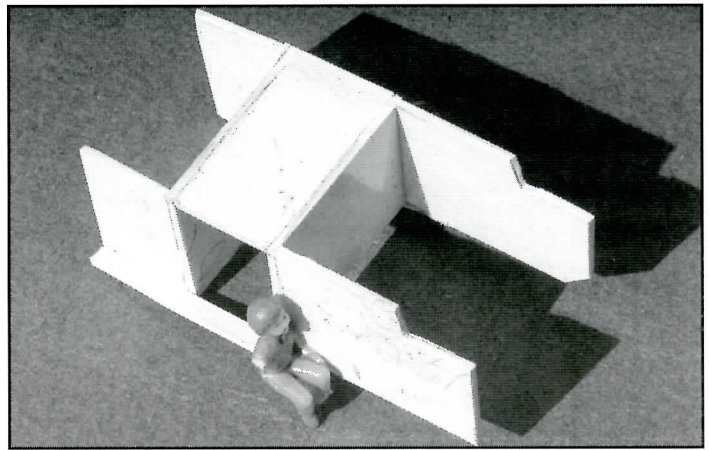
POPULATING THE AM. MODELS GG-1

Gerry B. Evans, Western Div. VP-NASG

If you'd like to have a crew in your GG-1, this is a quick and easy method to consider. The crew cabin module may be built from either .04" styrene sheet or 3/64" basswood sheet. Use the one with which you're more comfortable. The pattern for this module was built from styrene and glued with MEK.

From the sheet stock, cut the following pieces and label them as indicated: 1" x 17/32" labeled #1; 1" x fl" four pieces labeled #2, #3, #6, and #7; fl" x fl" two pieces labeled #8 and #9; 1/8" x 1/8" two pieces labeled #10 and #11. You'll also need two pieces of 1/16" x 1/16" x fl" labeled #4 and #5.

- Lay #1 flat on your work surface.
- Along the one-inch sides of #1, form a u-shape with the one-inch sides of #2 and #3 by butting #2 and #3 along the narrow side/edge of #1. Glue this assembly using #4 and #5 as interior centered reinforcements at each respective junction of the u-shape.
- Lay #6 flat on your work surface with the longer edges horizontal. Along the top one-inch length, measure in 3/8" right-to-left, and draw a vertical line. Along the right three-quarters-inch height, measure down 3/16", and draw a horizontal line. Remove the material that now forms the smallest rectangle you've just drawn.
- Using #6 as a template, remove a similar piece from #7.
- With the u-shape's legs facing down on your work surface, butt and glue the three-quarters-inch side of both #6 and #7 against either #2 or #3. The previously removed rectangles should now appear at the top of the assembly. The rectangles will also, once the completed assembly is inserted into the GG-1, be the forward-most side.
- Butt and glue #8 and #9, again matching the three-quarters-inch length against whichever side of the u-shape, #2 or #3, remains vacant. This will be the rear-most side.
- With the u-shape still facing down on your work surface, line up one end of #10 and #11 with the open ends of #8 and #9, flat-side down. These pieces, #10 and #11, should extend by about 3/16" onto #6 and #7. Glue #10 and #11 to #6, #7, #8, and #9.
- Paint the assembly with any paint resembling the green GG-1 interior. I used Krylon Tidepool.
- Glue your figures to the front edge of #10 and #11 and against #6 and #7. You should anticipate some surgery on your figures for fitting the assembly into the GG-1 cab. The figures pictured in the unpainted prototype are from Circus Crafts though any small figure, even HO, will work.



RECENT S MEETS - Fall S Fest and Indianapolis Show

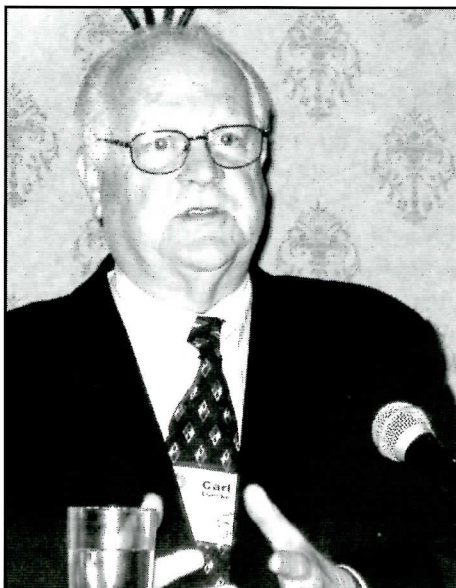
Fall S Fest: I attended the Fall S Fest as usual over the weekend of Nov. 3-4-5. It was great as usual and again held at the Tinley Park convention center. Supposedly, S Fest hosts claim the largest S Fest crowd not counting youngsters and public viewing of the layout areas. The layout areas with 8 layouts was freely accessible to any public visitors. The sale area in a separate hall needed the usual registration fee. A good idea - S can be promoted for free, but the buying and selling areas cost for entry.

Most of the usual dealers and manufacturers made the trip including American Hi-Rail and Tom Hodgson with his usual fall surprise. This year it was a rotary snowplow - clever, clever.

As a reminder, the Fall S Fest rotates to four cities. Next year is St. Louis again on November 2-4. - they will be moving to a different and larger venue next year - A Marriott near the St. Louis airport. I hear two meet cars are planned.

For me and probably most others, the highlight of the Fest was the banquet guest speaker, non other than Carl Luecke, aka Corky of the *Boys Railroad Club*. This was a series aimed at interesting young boys in toy trains accompanied by simplistic plots. As many of you recall, American Flyer trains were choreographed to fill in the action. "Corky" was no boy these days, but his tales of child acting including a part in the original Broadway play as the Prince in *The King and I* with Yul Brynner were fascinating.

Then I decided to stay for the auction, even though nothing interested me, when I heard that long-time radio legend Bob Hale was being introduced as the auctioneer. As if Carl Luecke's tales weren't interesting enough, Bob Hale added many

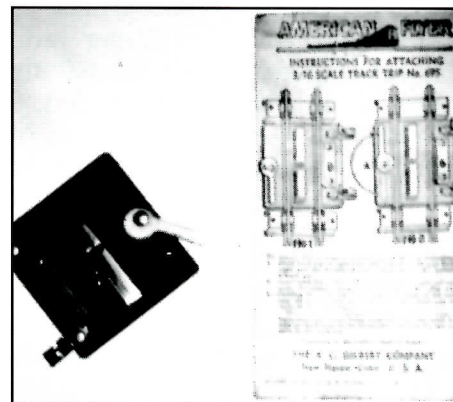


Carl Luecke - "Corky"
photo by Don Heimburger

of his own plus lots of humor as he auctioned off many items including a complete Flyer collection donated by Carl Luecke with the proceeds going to a museum in Long Island. It went for a nice round \$1800. Bob Hale told several anecdotes relating his long radio career - WLS Chicago morning show - such as interviewing Clayton Moore (the original TV Lone Ranger) and many other personalities.

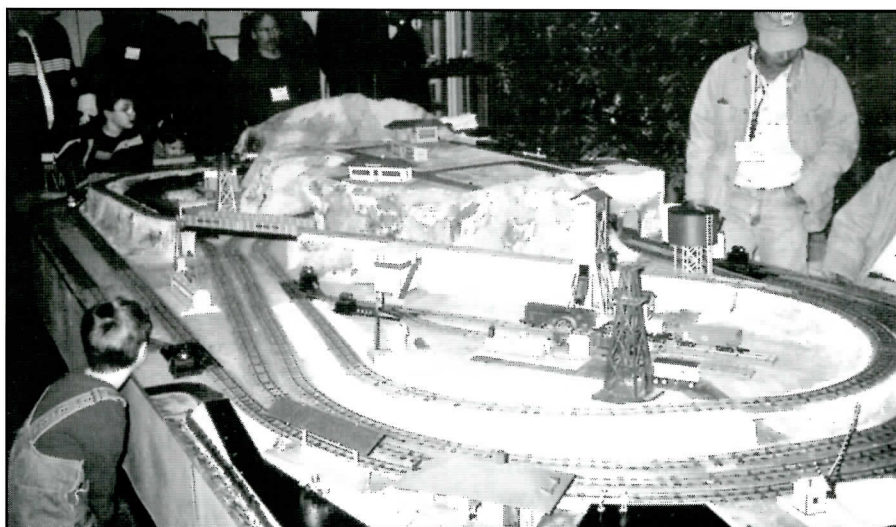
Indianapolis S Show: Mark Plank reports on this - I just returned from the 3rd annual Indianapolis S Show in Carmel, IN. Once again Charles

(Malinowski) and his Hoosier S Gaugers gang put on a good show. The NASG modules were there again and seemed to be a big hit with young and old. Another layout was there (I assume it was the hosts'. I learned a very effective way of modeling late July corn from that layout. An SHS 2-8-0 was pulling a good sized train, and a sharp B&O passenger train was



Rare AF track trip - circa 1946 - seen at the Fall S Fest

also running on the Hoosier group's 10' x 20' layout. The only clinic I attended was the depot building clinic where I discovered an S scale depot that appears to be very similar to a Toledo & Ohio Central one I've been planning on scratch-building. I also had the pleasure of my first 40 foot (S scale) hot dog there as well. Next year Nov. 17.



Clay Buckage dragged this original AF department store layout to the Fall S Fest. Supposedly it's from the Sibley Dept. Store (Phillie?)

S TRACKS

With Sam Powell

The Joy and the Pain of Curves..

This is about model railroads and not the fair lady friends in our lives. One of our readers wrote to me recently asking about the minimum radius suggested for a model railroad. Gene Cimonio writes, "I understand you need larger radii for passenger cars. We are talking about a 40's 50's time period. I would love to have some curves of about 50+ inches, but I have to be on the realistic side of things, I might have to put an addition on the house for that, as they do not have basements here on the Eastern Shore of Maryland. As I said before, I want to use code 148 rail so that I can mix scale and Hi-rail on the railroad. What advice can you give me here.

Thanks for writing Gene. Your question is central to the design of any fun, functional, and visually interesting model railroad.

There are three basic questions you must answer in order to determine what size curves you want for your model railroad:

1. Do you want to stand INSIDE the railroad, or Outside?
2. Do you want to operate full length Passenger cars, or shorties?
3. Do you care if your curves look too tight for the prototype?

1. If you want to stand outside the layout, as in the traditional Christmas layout around the tree, then your curves must be 30" radius or smaller. This gives you a layout where you can reach to the center, and thus maintain everything on the layout.. If you go bigger than 30", then there are sections of the layout you will not be able to reach, which will thus die from neglect and lack of maintenance. Once you open the layout up, and stand inside the layout. You can have curves wider than 30" radius, and still reach every-

thing if you design your layout correctly. 24-30" is about as wide as any one side of a layout should be if you intend to take care of everything on it.

2. If you want to run full length passenger cars, your curves should be at least 40" in radius in S. It has been my experience that 80' cars don't operate reliably on smaller curves. They pull each other off the track as the ends swing too wide.

3. If you think your curves must be prototypical in appearance, then your curves should be 48" or larger. This is still a very tight curve on the prototype. But the impression is convincing. How Tight Can the Minimum Radius be?

As you grapple with the big three questions above, you will want to consider the ramifications of your choice before you start sketching your proposed plans. This is the most important issue you need to resolve when designing your layout. The tighter the minimum radius, the more interesting your layout will be operationally, but the less realistic your trains will look.. Larger curves allow longer equipment, but tighter curves make your layout look bigger because you have more straight track between the curves, and thus more room for longer trains. If you elect to go with the larger curves and you want to reach everything on the layout, you must duck under the layout, or build a bridge that opens to allow you inside the circle. . Getting inside the layout can also be accomplished with some clever design such as making the layout high enough to walk upright under, and then have raised platforms to view and operate the trains. This would require a room with about 12' ceilings. Regular 8' ceilings will require a movable bridge, or duck under.

If you are willing to compromise appearance, or run shorter passenger cars, or freight only, then you can tighten up the minimum radius to 36. 36" radius curves create a

layout width of 6 feet, which is still a reach, but if you can get to the layout from both sides, then you have a 3 foot reach, which is ok if the layout is not too high. With 36" radius curves or tighter, we increase our design flexibility, and can put much more railroad in a small space. I have become a fan of the tighter curves as my youthful idealism has given way to experienced "realism" and as my back has gotten stiffer. 36" radius curves allow an around the wall design with a peninsula down the center of a 13 foot wide room, with a modest isle and layout shelf on either side of the peninsula. This can double the amount of main line run you would have with a 48" minimum radius in the same size room. With bigger curves you can only run around a 13 foot wide room once, unless you start double decking the layout, and that presents its own problems A peninsula down the center of the room also creates some intrigue about what is on the other side of the isle, as well.

Can I go tighter than 36"?

There are diminishing returns for tighter curves after you go as tight as the magic number of 36" You can still only put one peninsula down the center of a 13' room even with smaller curves, so smaller curves don't buy any more main-line run. Most rooms we would consider for a train room tend to be at least 12 or 13 feet in width in American home design. Spare bedrooms and some dens or family rooms can be smaller, but the basement and attic space is often 12-13 feet across. I assume this has something to do with the span of a floor joist and how long it can be between supports, but I am not an architect, so this is only guess. Anyway, the trains just look better on larger curves. Radii of 36" are still quite tight for the prototype, but things don't hang over the ends nearly as much on 36" radius as they do on 24" or 26" or even 30". Why Isn't 36" the default size then?

Because it will not make a complete oval on a 4x8 sheet of plywood. So, if you are going to design a layout with 36" or larger curves, then you must abandon the idea of standard plywood sheets being the basis for your layout. Since most of us grew up with this, and it is the easiest thing to do, then we must stretch our building skills if we are to graduate to the larger 36" curves. More about that in future articles

Once you have decided on the big three issues, then you get into a more complex analysis of curves and how they function on a model railroad. What purpose do curves serve in our model empire? Curves fall into two distinct categories: Essential curves, and Scenic curves. Essential curves are the one that give us the pain. Scenic curves are the ones that give us joy. Essential curves are those that we must put in because our basement or attic, or spare room is finite in its size, and seriously limits the distance our trains can travel. Scenic curves are those that lend the subtle sense of distance and motion to an otherwise static scene.

A scenic curve pulls our eye along its length and creates a rhythm for the eye. It is the rhythm of the eye moving from spot to spot in a scene as it searches that creates a sense of action and anticipation in an otherwise static composition.. Great artists compose the elements of their art so that the viewer's eye gets a workout as it moves about the work.. Some artists are conscious of this, while others just do it naturally. This movement creates drama, suspense, and finally resolution to the viewer's mind. We are not aware of this as the viewer, but it is at work on us non-the-less. The average viewer would describe the work that makes his eye move here and there, "interesting", while the one that does not he would call "boring". Well, curves help keep our layouts from being boring. The eye is forced to work a

little as it follows the track, and if the track is curved, then the eye must work just a little more, this making the scene more "interesting. One of the more interesting scenic curves on a model railroad is the reverse curve. In this instance, the eye has to change directions at least once as it follows the track. If we are looking down the track, then we get to see both sides of the train as it follows the curve towards our eye.

This business of the eye being forced to work, is even more so if the train is moving. Things get more "interesting" when the eye must follow a moving train. And then, if we place structures, tunnels and interruptions of the eye's view along the way, then things get even more interesting.

Scenic curves can be as broad as you would like them to be. When they are 50" or over in radius in S, then the trains really look right on this track. You should try to employ these in your layout design as much as is possible.

For all our curves, whether essential, or scenic, it is more convincing if we gin up some scenic reason for the curve. Try to place geological formations such justify the curve. The prototype engineers really preferred straight track if they could get away with it. For us with enclosed rooms to contend with, we must try to make these curves look purposeful.

The common practice early in American railroading history was to follow a river as long as it went where they wanted to go, and then either climb the ridge or tunnel under it into the next valley. The first two American railroads were the NYC and B&O. The NYC followed the Hudson and Mohawk rivers, and the B&O followed the Potomac river. In any event, keep this practice in mind

Essential curves.

Whether we are using the compro-

mised, but useful 36" radius, or being really idealistic and sticking with the larger curves, the handling of essential curves is where our design struggles really heat up. We must get the train turned around, and headed off along another wall, or layout edge without making it look too tight, and without making it look like the train is turning to avoid a wall. If it can be done, within all the other design considerations, curves which are too tight are less offensive when viewed from inside the circle as opposed to outside the circle. The feature of model trains that looks most unrealistic when on tight curves is the overhang the long car and loco ends. When viewed from the inside, you cannot see this very well. Of course the car center hangs over the track too far as well, but this is just not as obvious when viewed from inside the circle. We can accomplish this by viewing the trains from inside the circle.

For most of us, ducking under is getting less and less desirable. But we can design a layout with no duck unders where some but not all of the essential curves are viewed from inside the circle, by creating a loop to loop kind of design. The end loops will have to be seen from "outside the circle", but all the track that connects the two end loops can be designed so the curves are seen from inside the circle. For those unavoidable "outside the circle" locations, we can cover some of the track with tunnels or disguise them with trees, or buildings so we do not have to see the entire length of the curve from the outside.

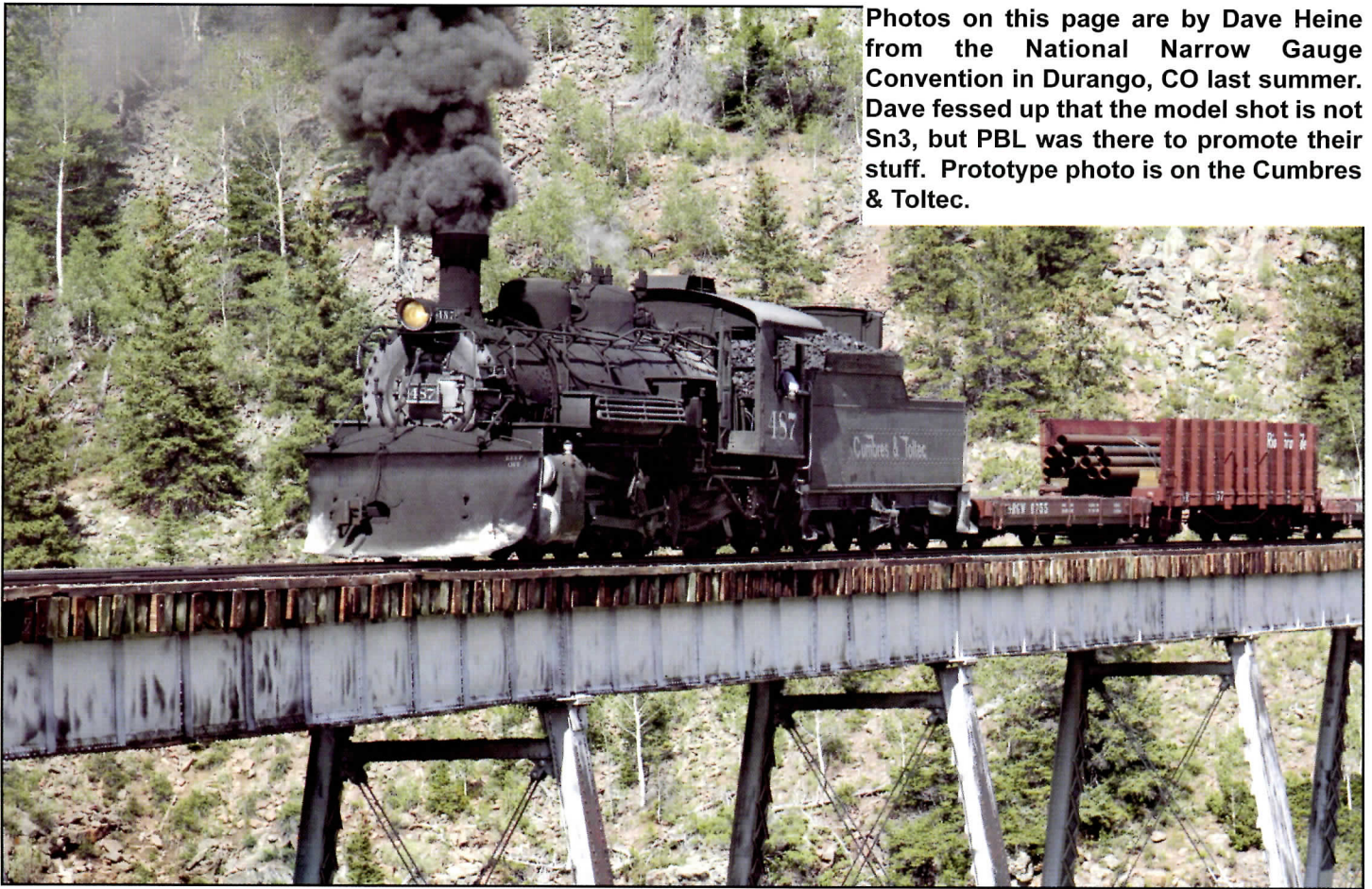
So Gene, thanks for writing. I hope I didn't tell you way more than you wanted to hear. I encourage all readers to please write me at Spowell786@verizon.net if you have more thoughts on this, or wish to ask a question of your own. Get those trains rolling.



Here are two more photos provided by Alex Binkley of the Ontario S Scale Workshop modules at the recent Toronto Christmas Show. Here Pete Moffet operates Simon Parent's Mogul on the layout. Jim Martin and Oliver Clubine were also in the crew - maybe others. Note that the trackage departs from the traditional double track.



Photos on this page are by Dave Heine from the National Narrow Gauge Convention in Durango, CO last summer. Dave fessed up that the model shot is not Sn3, but PBL was there to promote their stuff. Prototype photo is on the Cumbres & Toltec.



The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

National Narrow Gauge Convention 2006

The National Narrow Gauge Convention this year was held August 21-26, 2006 in Durango, Colorado. Durango can be close to Mecca for many narrow gauge fans, especially those modeling some form of the Denver & Rio Grande Western or the Rio Grande Southern.

Carla and I flew to Denver from Pennsylvania the Thursday before the convention so we could do some sight seeing prior to arriving in Durango, both railroad and non-railroad. The railroad sights included a stop at Georgetown and following the path of the Rio Grande Southern from Ridgeway to Durango. This included seeing the recreated Dolores depot and the restored RGS Goose #5, which we saw later running on the Durango & Silverton Narrow Gauge Railroad.

One problem with Durango as the convention city for the NNGC is that there is no facility large enough to accommodate the entire convention. There were over 1900

in attendance at the convention. To put this in perspective, there were 1300 at the NMRA National Convention in Philadelphia this year, so the narrow gauge convention was larger! In addition, the Durango & Silverton Narrow Gauge Railroad's Railfest was the same week. Needless to say, Durango was overrun with railfans in addition to the regular tourists, and most of the hotels were completely booked during the peak.

The Doubletree, across Route 550 from the D&S's parking lot, was the main hotel and hosted registration, clinics, and the modular railroads. The model and photo contests were set up in the museum area of the D&S's roundhouse. These were in walking distance if you are not physically handicapped. The vendors and manufacturers were at the fairgrounds on 25th street so they were a fair distance away. A shuttle bus ran between the various locations, but I heard that the wait was long at times. I did not use the shuttle; I drove between the Doubletree, the fairgrounds, and our motel as needed. Because of the distance, you could not do some things such

as visit vendors between two clinics.

The Friends of the Cumbres & Toltec Scenic Railroad sponsored a "pre-convention" railfan trip on Monday. Since we were already staying in Durango, this was an early rise for the two hour drive to Chama, New Mexico. This was an outstanding trip. The C&TS place some freight cars behind the locomotives and used the "old" passenger cars that were built from box-cars. I lost count, but someone else said that there were 25 photo runbys on the trip. (Some stops had more than one runby, sometimes from more than one photo location.) The trip was from Chama to Osier and back but after lunch at Osier, we backed part of the way into Toltec Gorge for some more photo runbys. Besides being Carla's first day-long steam-powered train ride this was her first real "foamers" trip. She enjoyed watching the motorcade following us and seeing the railfans in usual and sometime precarious locations. It was also the first time she saw someone with three cameras hanging from their neck. Of course, I just thought this was all normal behavior. Afterwards we, along with most of the riders, stayed at Chama for a while photographing the equipment and the switching going on, before reluctantly heading back to Durango.

Tuesday was a special NNGC train ride on the Durango & Silverton. This was actually included in the registration price for the first 500 registrants. One of the gripes about the convention was that the price was the same whether you could go or not. This was a special train and was unusual in that it was double-headed part of the way with two K-36 Mikados. No photo runbys today, but the "railfan" cars make good photo platforms. Of course we had a motorcade until the railroad goes by itself in the Animas River canyon. Lunch was on your own in Silverton. The Silverton Northern's "Casey



Jones" railbus, a K-37, and some other railroad equipment were located near the depot on the edge of town. The railroad actually drops you off on the tail of the wye in the center of town, so you have to walk to the depot if you want to see it. It started to rain when we were in Silverton, so everyone was ready to board the train as soon as we could, but shortly after we left Silverton, the rain stopped. This was another great day.

There were over 60 different clinics held in the morning and the evening from Tuesday through Friday plus Saturday morning on both prototype and modeling topics. There were up to four different clinics going on at one time, and the popular ones were standing room only. I attended several but turned away from some others because the rooms were overflowing.

The modular layouts were located in two rooms in the convention hotel and there were two Sn3 layouts; the McKenzie brothers' Red Mountain layout, which is excellent and PBL's West Side Lumber Company Tuolumne module. The pilot models for PBL's forthcoming 50 ton Shays were supposedly running one evening, but unfortunately I did not see them.

Layouts could be viewed as the weak point of the convention.

There were no Sn3 layouts, one On3 and three HOn3 layouts, but the majorities were large scale outdoor layouts, some of which were quite extensive.

There were several things that were different during this convention. Registration included a tour of the roundhouse and shop areas of the D&S, which we took by just signing up for a time slot. They also showed old railroad movies in the afternoon at a local theatre. We saw "Ticket to Tomahawk", which "starred" RGS 4-6-0 #20. It was neat seeing a railroad movie on a big screen.

Friday evening activities included an extra fare train on the D&S between Durango and Cascade which included a BBQ dinner with Western music entertainment, but the trip highlight might have been riding through the Animas canyon in the dark on the way back with the only lights seen being those on the train. Again, there was some griping about the \$150 price for this trip. Carla and I lucked out. Two tickets were given to each of the first place model contest winners and we had a friend who won two first prizes so he invited us to join him and his wife on the trip.

Saturday evening included the usual convention attendees meeting, but with more Western music entertainment instead of Charlie

Getz's usual funny commentary on the convention. He did give his commentary on Friday night at a special dinner get-together that was not part of the official convention.

I was not registered for Railfest which overlapped the convention, but they had their own excursion trips including several on the restored RGS Galloping Goose #5. There was also a railroadiana show on Saturday in the roundhouse as part of Railfest. The newly recreated "Silver Vista" observation car was also running on the D&S.

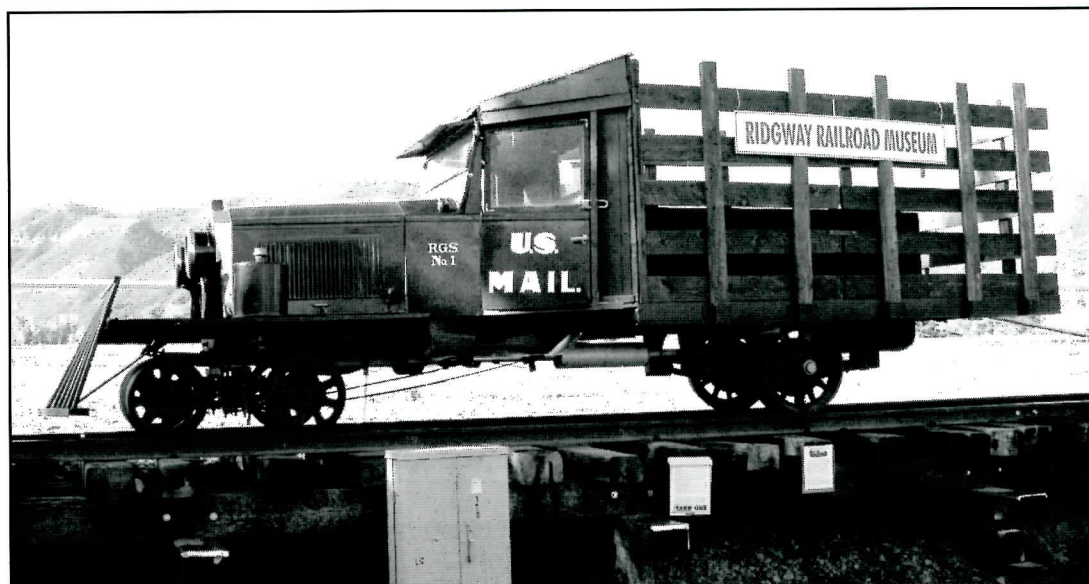
Carla and I both had a good time, but the convention could have been better if Durango had a facility large enough to handle everything. But then it wouldn't be Durango as we know it.

The 2007 National Narrow Gauge Convention will be August 29th through September 1st in Portland, Maine. For those looking ahead, the 2008 convention will be in Portland, Oregon. I'm planning to attend the 2007 convention and hope to see some of you in Maine.

Dave Heine
davesn3@ren.com

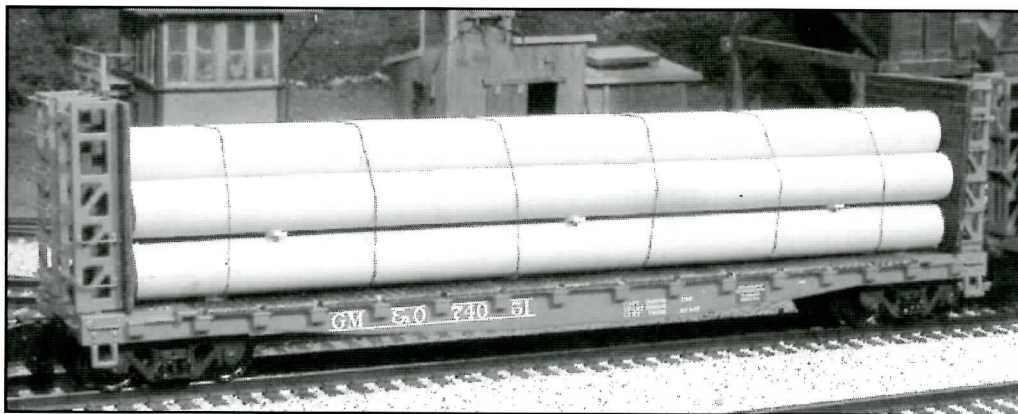
A Galloping Goose stake truck on Dave and Carla's jaunt along the old RGS right-of-way.

Photo - Dave Heine



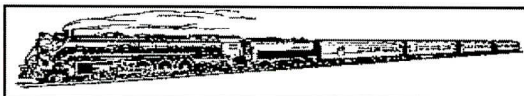
WHAT S NEW?

New up from Pine Canyon Models is this Route 66 series called Howard's Drive-In Restaurant. Footprint of restaurant is 7-3/4" w x 5" deep - Wings are 9-1/2" wide and 4-1/4" deep. List for the kit is \$129. Holds around 10-20 cars. See www.pinecanyonmodels.com



SHS GM&O bulkhead 53' flat car with aqua pipe load. See report.

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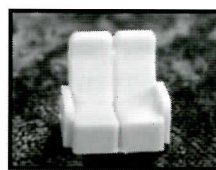
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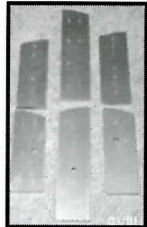
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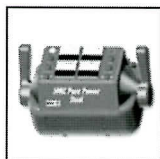
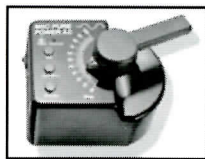
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What's New at Port Lines ?

- (a) Icehouse (\$89) & Creamery(\$115) (Laser-cut wood kits from Branchline)
- (b) Farmhouse (\$99) & Finley Catalog House (\$95)
- (c) Coach seats; Pkg/36; \$12.00
- (d) Spreading Tool; \$12.00
- (e) Reproductions of AC Gilbert Quartering Tools (0-8-0; Northern; & K5/Pacific.
- (f) NEW! AF Reproduction Paints; several new colors available.
- (g) MRC Single & Dual Transformers

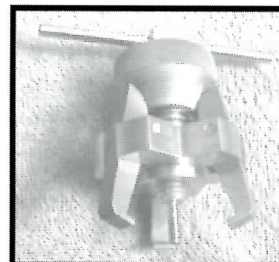
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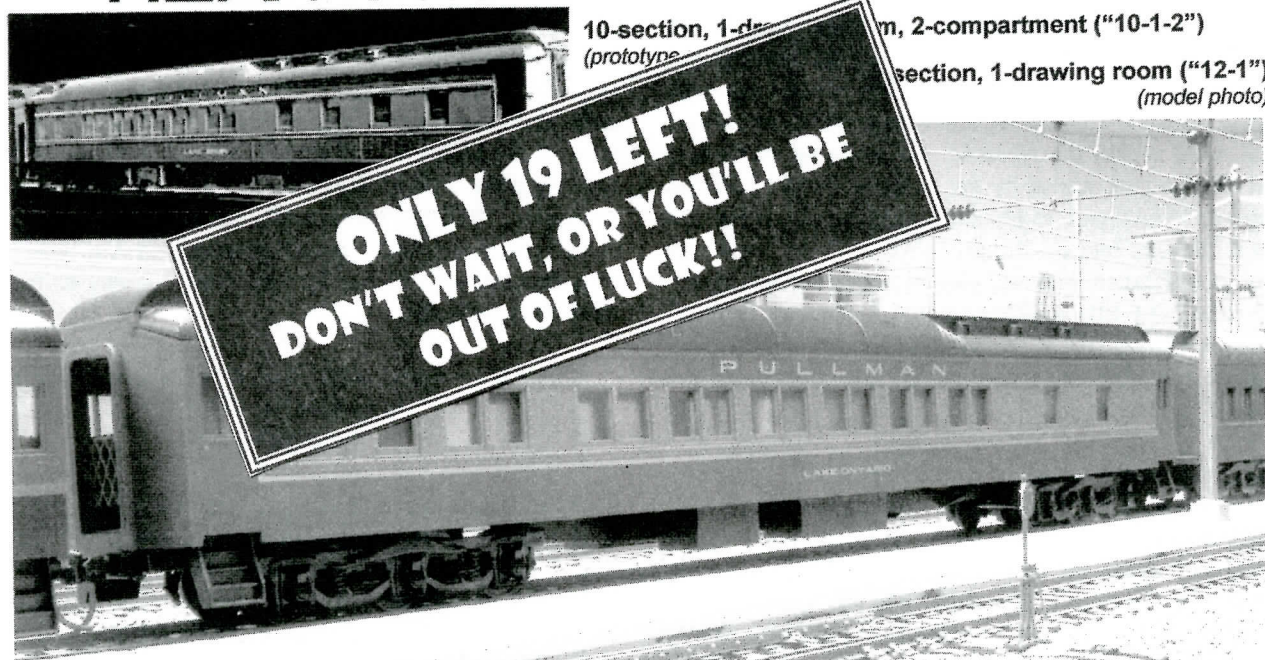


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NEW!!
NASG Launches
“SPECIAL INTEREST GROUPS” (“SIGs”)
by Dick Karnes, Exec. VP
karnesrn@earthlink.net

It's pretty obvious that there are diverse interests within the NASG. We have hirailers, collectors, and scalers (and maybe others). So your Board of Trustees wants to sponsor special-interest groups within the umbrella of NASG support. Additionally, the BOT wants to expand awareness of the various facets of S scale within the NMRA. So we have decided to implement an idea first started by the National Model Railroad Association (NMRA) and establish a framework within the NASG for S “Special Interest Groups.” We think the result will be stronger identification with and mutual support of like-minded S hobbyists. The SIG structure should also result in much stronger representation of “S” at NMRA functions, which will help stimulate recruitment of new NASG members from the ranks of non-S modelers.

What's common across all SIGs is publication of a quarterly newsletter; opportunity for SIG-specific meeting room at NASG and NMRA national conventions, with clinics, layout visits, product demonstrations, etc.; and opportunity for SIG-specific announcements in the NASG “Dispatch” and the NMRA “Scale Rails” bulletin. Beyond these commonalities, each SIG can do its own thing.

Here's how it works. The NASG can set up any SIGs that its members want. The NASG, which itself is a sustaining NMRA member, identifies an NASG member willing to coordinate the SIG. The NASG registers the SIG with the NMRA, but SIG management is entirely up to the NASG and the SIG coordinator. SIG membership is \$5 per year for NASG members and \$10 per year for non-members. NMRA membership is NOT required.

The NASG will subsidize each SIG by providing free publicity space (ads, articles) in the NASG Dispatch. Subject to the maximum SIG reimbursement limit of \$10 per year for every NASG member and \$5 per year for every SIG member who is not an NASG member, the NASG will:

- Make up the difference between the proceeds of the per-member fee and the total production costs of SIG newsletters
- Provide a 100 percent postage subsidy for this SIG's newsletters and other SIG general-membership mailings

Annual SIG dues for NASG members shall be \$5 through mid-2007, but this figure can be adjusted upward in future years to accommodate inflation.

SIG coordinators are responsible to do the following:

- Enroll new members and collect dues
- Renew memberships
- Manage the SIG's finances
- Publish a quarterly newsletter
- Assist NASG convention committees in organizing events of specific interest to the SIG's members

It's pretty obvious that we already have three distinctly different

interests within the NASG, each of which might benefit from having its own SIG within the NASG:

- American Flyer collectors' SIG
- American Flyer-compatible SIG for American Flyer-compatible (“hirail”) operators
- Scale SIG for standard- and narrow-gauge scale modelers

The NASG BOT has already undertaken sponsorship of the existing 1:64 Scale SIG begun by Richard Bendever for scale standard- and narrow-gauge scale modelers (see related article in this issue of the Dispatch). If there is interest among any of you in forming other SIGs (whether mentioned above or not), please let me know. The BOT will consider and act upon requests by any NASG member(s) to set up and subsidize any other NMRA SIGs, provided someone comes forward who's willing to function as the SIG coordinator.

The First NASG SPECIAL-INTEREST GROUP...
“The 1:64 SCALE SIG”
by Dick Karnes

This SIG caters to people who are scale model railroaders in any track gauge in 1:64 scale. Its exclusive emphasis is “scale-only;” that is, no American Flyer or hirail. This emphasis is not meant to prohibit AF or hirail fans from joining per se. It simply means that they will not find anything in SIG publications or activities that is AF- or hirail-related. Thus, the SIG is an excellent venue within which to learn about scale model railroading from people who already do scale modeling. The SIG coordinator is Richard E. “Ben” Bendever, and the SIG's newsletter editor is yours truly.

You will not find within our newsletter any construction articles, layout visits, or product reviews, as it is not our intention to compete with the commercial publications that already do this well. Rather, we provide a forum for the exchange of information and ideas. Our sources include stuff gleaned from the various electronic Yahoo e-lists, scuttlebutt from manufacturers, and letters that you send us. From time to time we will also include references to material obtainable elsewhere. As an added bonus, we reproduce within every issue a different 1:64 scale equipment plan gleaned from “Model Railroader” between 1936 and 1950.

As newsletter editor, one of my emphases is an effort to expose our standard-gaugers to the narrow-gauge scene and vice versa. The standard gaugers can learn a lot from the Sn3ers, particularly about scenery and structures products and techniques. The narrow gaugers can also benefit from exposure to the growing number of quality kit and ready-to-run scale standard-gauge rolling stock that would be right at home on a narrow-gauge layout's standard-gauge interchange.

Contact Ben Bendever at rebendever@debenllc.com (or write to 1:64th Scale Special Interest Group, P.O. Box 465898, Lawrenceville, GA 30042-5898) to sign up now. Membership is \$5 a year for NASG members, \$10 for non-members.

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** publish their newsletter The Bristoliner several times per year, and it is edited by Doug Peck. The club is planning to set up and operate their modular layout at the Big E Train Show in West Springfield, MA. held this year in late January, 2007. This show is very large with train dealers, manufacturer's displays, and dealers filling three buildings at the Big E fairgrounds. The usual setup includes S Helper Service, the **Bristol S Gaugers** and the NASG table in the same general area. Many different manufacturers display their products and there are always several operating layouts, including the **BSG** modular layout. Tom Robichaud is President of the club; Helen Lenart, V.P.; Chet Brown, Treasurer; and Dick Connors, Secretary. Most club meeting notices are sent out via e-mail, and the club meets in various member's homes on a generally monthly basis. Club member Frank Emiro was elected to the New Hampshire Legislature, and congratulations were expressed by the club members to Frank.

The **Conn. S Gaugers (CSG)** met on Sept. 30 at the home of Harriet, Bill and their son Bill in Pleasant Valley, N.Y. The hosts operated their S scale layout for those attending, which has N.Y. Central RR prototype locomotives and rolling stock. The layout is scened and operation is very smooth thanks to the efforts of Bill Mark and his son Bill. Art Ferguson hosted the club members on October 28, in Ivoryton, CT. where those attending enjoyed the S scale layout of the host. Nine members attended the meeting. The layout features sweeping curves and long passenger and freight trains that operate well. The layout was converted from HO scale to S scale (Art saw the light) and an excellent job was done to keep the mountain scenery and other scenery that would allow the clearance of the larger S trains. Bill Fuhrman, President of the club, conducted the business meeting and your column editor gave a club treasurer's report. About 45 club members and guests attended the

October 14 Naugatuck RR train ride sponsored by the **CSG**. Club members and their families traveled aboard the Naugatuck RR's fall foliage trip through the Naugatuck valley on a sunny Saturday. Member Mark Anderson coordinated the club trip aboard the "Naugy" RR. The club is planning to attend and set up their modular layout at the March 4, 2007 train show as sponsored and organized by the Cheshire High School Ram Band members. The club displayed their layout at the November 19, 2006 show held at the Cheshire High School. The band members provide personal food service to the dealers and others attending the show, so lunch can be ordered and delivered without leaving your table.

Several members of the **CSG** have been spreading the good word about S gauge trains. Bob Ritchie and Bruce Carter have worked to set up an S layout at the train display organized by the Fairfield, CT. Historical Society. Your column editor has been working to set up a layout at the Wilton, CT. Historical Society that includes an operating S scale layout. Trains are a popular draw to the general population around the holiday time, and the historical societies recognize this as a way to serve the public with an interesting display and obtain new members.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of John Robertson, where the host's layout was operated, and progress on the layout from the last visit of the club was enjoyed. John's father was present to help host the club members. Member Larry Covey hosted the club members for the October 21 meeting at his home. Larry has an operating layout that the guests could bring trains to operate on. Dave Sullivan held the club meeting on Nov. 16 at his home, and the club was scheduled to meet at the home of Frank Grano on Dec. 14. Dave Plourde edits the club newsletter and coordinates the club activities. Dave is a member of the **NMRA** and recently wrote a letter to Mike Brestel

indicating Dave's concern that the model RR cars offered to members were mostly all HO and N gauge, and few cars were offered in other scales. Mike replied that the **NMRA** had manufactured and offered for sale to members freight cars in S, O, and G scales, but the sales of these cars was poor and the organizers of the car sales were over-run with cars in the sizes other than HO and N scales that did not sell. These cars might be a source of income for a club with members in the **NMRA** if a reasonable cost could be negotiated. Your column editor has a 40 foot boxcar with the logo and name of the Delta Lines, an O scale model RR that was built and operated by Frank Ellison in New Orleans, LA some years ago. Photos of the Delta Lines with Lionel trains on it were photographed for use in articles that Frank wrote for the Model Builder Magazine, as published by the Lionel Corporation. John Robertson wrote an article that appeared in the April, 2006 issue of Scale Rails, a publication of the **NMRA**. Club member Charlie Bettinger is scheduled to present a clinic on scenery/clouds at the upcoming train show at the Big E Fairgrounds in West Springfield, MA in late January, 2007.. Member George Reneris operated his S scale camelback loco at the recent Cheshire Ram Band High School train show. The loco was operated on the layout of the **Conn. S Gaugers**.

The **Western N.Y. S Scale Assoc. (WNYSSA)** members Ray Abbott, Bud Rindfleisch, Bill Baren, and Gregg Mummert made a trip to Aberfoyle Junction on Oct. 20, to see an O scale layout at an open house. The club members are considering using stanchions or other means (plexiglass) to keep observers from leaning on the modules, wrecking scenery, and jarring tables. Member Paul Wachowicz has modules with interactive accessory buttons, which would be used by visitors and the stanchions would have to allow access to the buttons. The club is planning their holiday dinner to be held at the Red Mill Inn, Williamsville, N.Y. on Dec. 13. A coach at the restaurant has been reserved for the club event. Dave Blaufuss and Dave LaGraves are coordinating the club members attendance at the holiday party. The club set up their modules at a train show in October at the **TTOS** show held at the Leonard Post, Cheektowaga, N.Y.

The display had a minor electrical problem and smoking transformer. The club newsletter explained that the club goes all out for entertainment at the layout displays. The club met at the Pegasus Restaurant, Hamburg, N.Y. on Nov. 19 for their monthly meeting. The Western N. Y. Historical Society held a train show on the same day as the meeting at the Agri Center, Hamburg, N.Y., and members could attend the show and then come to the meeting at the restaurant. This is a good way to attend a train show, enjoy a meal, and hold a meeting on the same day. **WNYSSA** club members planned to attend the Rochester Institute of Technology (RIT) Model RR Club Train Show held on Dec. 10, in Rochester, N.Y. Dave Blaufuss and Gregg Mummert coordinated the trip and car pooling from Pembroke Exit of the N.Y. State Thruway. The club is planning to set up and display their layout at the **TTOS** Train Show to be held on Jan. 27 & 28, 2007 in Cheektowaga, N.Y. Gregg Mummert ably edits the club newsletters that are distributed by e-mail and coordinates the club activities.

The South Jersey S Gaugers (SJSG) have set up and operated their layout at the train show held on Dec. 2 & 3, at the Music Pier, Ocean City, N.J. Their December meeting, is traditionally a time for members to gather, enjoy refreshments, and share train stories. This years event will be held on the second Friday of the month because the first Friday is not possible at the Senior Center where the club meetings are held. Normally the club meetings are held on the first Friday of the month. The club members are having an election for the offices of President, Secretary, and Ass't. Treasurer. Election of officers is staggered so all officers are not elected in the same year. The club members are committed to operating their layout at the Echelon Mall as "rent" for the store where they can store and work on a new layout that is under construction. The club will have to operate their layout at the Mall on Dec. 6, 9, 13, 16, 20, and 23. President Hank Worrell coordinated the sign up of manpower for these operations. Several members of the **Lehigh Valley S Gaugers (LVSG)** club made a visit to the area where the **SJSG** club has members and the Echelon Mall store where the club layout is displayed and stored. The

visitors stopped at the layout of past president Bill Moore, and visited Chick's Hobby Center before having lunch. After lunch the visitors paid a visit to the Echelon Mall where the **SJSG** club layout is operated and stored, and a stop at Wayne Schneyer's layout completed their visit. Those visiting included Jamie Bothwell, Bert Mahr, Matt Lacko, Frank Titman, and Barry Mertz. Club member Kenny Edwin Palmer attained the rank of Eagle Scout, and was awarded the rank at a court of honor in Palmyra, N.J. on October 15. John Aaron wrote an article in the recent issue of *The Waybill*, club news letter describing the event and work that Kenny did to achieve the rank. Kenny is the son of Ken & Kristine Palmer of Riverton, N.J. and attends Drexel University majoring in mechanical engr. Kenny is owner of *Boy Oh Boy Industries*, that provides repair services on trains, as well as the installation of electronic sound and control systems.

The Neshaminy Valley AF Club (NVAFC) met on Friday Oct. 13 for their 197th meeting.

The meeting was held at the home of Nancy & Joe Fisher, and Nancy had a display for Halloween of the Mordecai Mould Funeral Home with graveyard. The club set up and displayed their layout at the Frederick Mennonite Home on Oct. 20 & 21. Member Curt Johnson kept the trains running at the display. Jerry Hillier is coordinating orders from the club members for clothing including jackets, long and short sleeved shirts. Joe Fisher announced that the Abington Train Show will be held this year after some time of dormancy, and the **NVAFC** has been invited to set up and operate their layout at the show. The show this year will be held at the Bryner Chevrolet used car showroom, in Jenkintown, PA., on Sunday Dec. 17, 2006. The club met at the home of Jackie & Mike Ramsey on Nov. 10. The club received an application for membership from Robert Hegedus, who is presently a member of the North Penn S Gaugers. Mike Ramsey edits the club newsletter that is distributed via e-mail.

The Susquehanna S Gaugers (SSG) met at the home of Donna & Tom Vaughn in Howard, PA. on Oct. 8. Eight members attended the meeting, and two guests. The host has digital command

control on his layout with a newly installed custom assembled signal system. The system uses LED lights to indicate which tracks are occupied and the position of the various turnouts. Tom designed new nametags for the members to wear at train shows, etc. to identify them to the visitors. Jim Ingram gave a talk on "How to update a blog". On Nov. 12 the club members met at the home of Mary Jane & Dick Purcell, in Northumberland, PA. Fourteen members attended along with four guests. Dick operated the latest Lionel AF Northern along with the American Models Northern. He has an undecorated AM loco that he plans to kit bash into a Pennsylvania coal-fired prototype. The club welcomed Marlin Troutman as a new member, along with Bernie Guegliotti as the club's first youth member because of his age under 18 years. Youth membership was created for those under the age of 18 years and no dues are required from these members. Plans were made to have another "steam up" at the Wild Studio on March 31/April 1, 2007. This years event was covered via photos that appeared in a recent issue of the *Dispatch* magazine. Dave VanGilder is the correspondent for the club, and distributes the newsletters via e-mail.

The Pittsburgh S Gaugers (PSG) made a field trip to the Youngstown Model RR Association, Youngstown, OH on Nov. 18. Members Tom Knoll, Jon Knox, and Jim Fahrion coordinated the trip to the model RR club. The Youngstown club has two large operating layouts, one HO scale, and one O scale. The club ran their trains just for the **PSG** group that visited. Eleven members and guests attended a *Coffee and Trains* meeting on Nov. 27, at the King's Restaurant, in Harmerville, off PA 28. A group of club members attended the annual holiday open house put on by the McKeesport Model RR Club on Dec. 1. The McKeesport club has a 40 ft. x 80 ft HO scale layout that was on display. Roger Schneider coordinated the trip to the McKeesport club with light refreshments and fellowship afterward. Jon Knox edits the club newsletter that is distributed via mail and e-mail. Club members expressed their appreciation for his efforts on behalf of the club. An engineer's cap, club shirt, and gift certificate for MicroMark were presented to Jon for

his efforts. The presentation was made at the Sept. meeting hosted by Rich Caugherty and his wife. The **PSG** will have no meetings in December, and the next meeting will be at the home of Andy Lorince, on Jan. 28, 2007. The January Coffee & Trains gathering will be at Harmerville King's Restaurant, on Jan. 15, in Harmerville, PA.

The Baltimore Area AF Club (BAAFC) met at the home of David Avedesian in Silver Spring, MD. for their Nov. 16 meeting. George Glover hosted the October meeting at which 24 members attended. Member Dave Blum is coordinating the upcoming **NASG** convention to be hosted by the club. The overall convention plan is complete, and detailed plans for the event are continuing. The club is well organized and the convention should be a fine one. The club set up and operated their layout at the Westminster Train Show, Timonium, MD. on Nov. 19, and the York Train Show, in York, PA. on Nov. 26. The club set up and operated their layout at the B & O Museum on Dec. 1-3. This is the third year that the club has participated in the Museum's holiday season display, and the layout was set up in the roundhouse. Monte Hepp and Gregg Klein coordinated the layout set up for the event. The annual holiday party for the club is scheduled for Dec. 14, in Westminster, MD. at the Bullock's Family Restaurant. Jim McMorrow has arranged for Lee Rogers to be the guest speaker who will make a presentation on railroading in the Washington area from 1880 to 1950. Ron Kolb ably edits the club newsletter, and coordinates the activities of the club.

The Chicago Flyer is the official newsletter of the **Chicagoland Association of S Gaugers (CASG)** and the club meets generally on a monthly basis at the St. Paul Lutheran School, Melrose Park, IL. The club organized the Fall S Fest Train Show held on Nov. 3-4 at the Tinley Park Convention Center, Tinley Park, IL. The event included 5000 square feet of operating train layouts open to the public free., along with free train rides on Friday only at the event. The club hired professional Andy Frain ushers to monitor the entrances to the train room. Club members Bruce Lorence and Horacio Baggio coordinated the

schedule of helpers at the various events of the show. The layout room had 13 operating layouts, with many "hands on" features to keep the visitors interest up. Over 170 guests attended the banquet and heard the speaker, Carl Luecke tell about his experience as a young actor playing "Corky" in the *Boys RR Club* presentations for advertising American Flyer trains many years ago. The **CASG** will be participating in the upcoming **NMRA** sponsored train shows. Different **NMRA** divisions sponsor the shows. The *High Wheeler 2007* show is sponsored by the Fox Valley Div., the *All American RR Show* is sponsored by the DuPage Div., and the *Southland Train Show* will be in September, 2007. Both the former shows are in March, 2007. The club will hold their Christmas and Fall S Fest Celebration party on Dec. 15.

The Miami Valley S Gaugers (MVSG) held a work session at member Larry Beam's car club building, in Dayton, OH. They installed latches on the sides of the layout sections to hold them together, and cut a landscaping mat for the whole layout and painted it. The club welcomed new member James Adams, who found out about the club from Art Lofton of the **Central Ohio S Gaugers**. The club planned to contact the Dayton Mall management to see if there was any available space to set up and operate their large layout over the Thanksgiving Day weekend. The club members met at the Golden Corral restaurant to have breakfast together before setting up their layout at the **NMRA** Harra Arena Train Show. The show was on Nov. 4 & 5. The **MVSG** set up and displayed their layout at the Preble County Council for the Aging facility in Eaton, OH. The club members met at Frisch's Restaurant, in Eaton for breakfast before setting up the layout. The layout will be operated for several weekends.. Bob Guckian volunteered to serve as acting recording secretary to replace Norman Haas who will be leaving the club area. The club is planning for a forthcoming Spring S Spree, and has received a quote from Holiday Inn for the event. Another venue considered for the Spree is the Greene County Fairgrounds in Xenia, OH. There is a museum nearby and food available in the area.

The Northern Ohio S Scalpers (NOSS) were hosted by John & Pat Henning in Valley City, OH. for their October meeting. The hosts recently moved to their new location and wanted to show off their new home. Plans are underway to site out a layout location in the new home. Joe Jansky held the November meeting at his home in Bedford, OH. The meeting included a show of slides that were of interest to those attending. The annual holiday party was held at the home of George & Steffi Ricketts, in Westlake, OH on Dec. 7. Lasagne was provided by the host along with soda, coffee, & tea. Members attending were asked to bring a favorite dish with side dishes and desserts most appreciated. This years event did not include the gift game that was so popular in past holiday parties run by the club. John Henning edited at least one issue of the club news letter to fill in for the normal editor. Jack Sudimak normally edits the club newsletters.

The Central Ohio S Gaugers (COSG) met at the home of Sandy & John Frazier, in Delaware, OH on October 15. John has a multi-level layout featuring an overhead track with a B & O EM-1 loco hauling a string of some 50 coal hoppers. The other levels of the layout have Code .148 track with American Models engines operating. John can run AC or DC by using a switching system that he designed. A big hail storm damaged the **COSG** trailer that is used to store and transport the club layout. A skylight on the roof of the trailer received damage and allowed water to enter the trailer and expose some of the layout modules to water. The newly elected club president, David Stilp was alerted by Alan Evans and the damage to the layout was minimized. Alan stores the trailer in the rear yard in back of his shop. The club displayed their layout at the Marion Train Show, Marion County Fairgrounds, on Dec. 2. On Dec. 9 the club set up and displayed their layout at the Buckeye Train Show, Lausche Building, State Fairgrounds, Columbus, OH.. The following day the layout was set up and displayed at the TTOS Train Show, Franklin County Fairgrounds, Hilliard, OH. The club is planning to display their layout at the Great Train Expo, Ohio Expo Center on Jan. 20 & 21, 2007., however, confirmation is pending

On this event. Member John Myers held the November club meeting at his home in Powell, OH., and no meeting is scheduled for the month of December because of the number of train shows that the club members are committed to attend and set up their layout. The first meeting in the new year will be held at the home of Bernie Gustina, in Westerville, OH. Bernie has an operating layout with S Helper track and turnouts. The **COSG** recently elected new officers who are as follows: David Stilp, Pres.; John Myers, V.P.; Alan Evans, Secretary; Tom Brinker, Treasurer; and Trustees Don Divney & Larry Robertson. The club has a web site at cosg.org. The club recently welcomed new member Gary Stewart from Gahanna, OH. Gary is a retirement home administrator and is interested in AF trains, but has no layout at the present time.

The **COSG** club members were saddened by the passing away of faithful member Jerry Ritchie. Jerry was a long time member of the club and worked on the preservation of the Marion Union Station, and chairing the train show that benefited the station. Jerry's wife Peg frequented many of the train shows in the local area with her husband, and helped with the club layout. Alan Evans ably edits the club newsletters, which are distributed via e-mail in several formats.

The big news from the **Stateline S Gaugers (SLSG)** is that the knee replacement of Vera Flood is coming along well, and she is on the mend. Vera is the Secretary of the club and ably writes the newsletters. She thanked the membership for their prayers, words of encouragement, and the beautiful bouquet of pink roses that the club sent to her. Vera is home, and has graduated to using a cane, and can navigate the basement stairs if she wishes. Terry Dyer held the November meeting of the club at his home in Roscoe, IL. Elections for officers were held. The new officers are: Dick Bird, President; George Sorensen, V.P.; Vera Flood, Secretary; Dave Pippitt, Treasurer; and Directors John Gianos, Dave Wilma, and Dave Oberholtzer (past president). The club held their annual Christmas party on Dec. 16, at Binanti's Restaurant, Caledonia, IL. The dinner included a buffet with a variety of good

food, coffee and pitchers of soda. Carol Dyer brought a holiday cake for dessert. The event included a gift exchange of items not costing more than \$ 15.00. The club paid for the event at the restaurant. The **SLSG** set up and operated their layout at the Train Show held on Dec. 1 & 2, at the Boone County Council on Aging Bldg. in Belvidere, IL.

The **Southeastern Michigan S Gaugers (SMSG)** held their October meeting at the home of Dave Held, in Imlay City, MI. Nineteen members attended and President Ken Garber read some figures from the financial statement of the club. Sig Fleischmann treasurer of the club could not attend the meeting. The club has 51 paid members. The club made plans to set up and display their layout at the Lansing Model RR Club Train Show, at the MSU Pavilion in East Lansing on November 12th. Members Dale Baker and Dave Wehrwein coordinated the layout set up at the show. Elections for club president and two At-large members are due to be held in December. The November club meeting was held at the home of Bob Stelmach, near Oxford, MI. and the December meeting was scheduled to be held at the home of Earl Carlson. The club is recovering from the last Summer's **NASG** Convention in Pontiac, MI. The financial books on the event are being closed by the Treasurer of the club, and some miscellaneous left-over items are being sold with first preference to the club members. Tom Hawley ably edits the club newsletter and meeting minutes, which are distributed mostly by e-mail.

The **Badgerland S Gaugers (BSG)** held their Sept. meeting hosted by Art Doty & Trumann Garrett in Bristol, WI. Jeff Madden, V.P. led the meeting in lieu of the club president's absence. The club brought and set up a large layout at the Fall S Fest in Tinley Park, IL. The club newsletter is edited by Ron Schlicht, and a recent issue had an article by John Aaron on adding more realism to diecast vehicles. The October club meeting was a field trip to Greenfield News & Hobby, Greenfield, WI. Twenty six members and friends attended. The club voted to make donations to several charities including Food for Families, The Salvation Army, and Toys for Tots. Gary Children has obtained some door prizes

for the **BSG** swap meet train shows. The club is planning to bring, set up and display their layout at the upcoming Title Town Train Show, to be held in Green Bay on April 28 & 29. The club will have elections of officers at their December meeting, held at the home of Jim Starosta, in Greenfield, WI. This meeting was the annual Christmas party of the club and members were requested to bring a treat or dish of food of some sort. The club will organize and host the 2008 Fall S Fest and plans are beginning to form. The event will be held at the Four Points Sheraton hotel across the street from the General Mitchell airport. The January club meeting will be held at the home of Steve Lunde. The **BSG** is planning for the Madison City Train Show to be held on February 17 & 18, 2007. The club layout will be set up and operated at the show and a floor plan of the layout was submitted to show organizers for the layout design.

The **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN)** held their October meeting at the home of Bob Beshore, in Spokane, WA. Bob had moved since the last meeting held at his home, and he is in the process of building a new layout. The club members brought items for show and tell at the meeting. The club set up and operated their layout at the Train Show Swap Meet held at the Spokane Community College on the 15 th of October. There were operational problems with their layout and the power supply was either malfunctioning or hooked up improperly. Jon Kettner coordinated the participation at the event. The members of the club sent their condolences to Bud & Joyce Chadbourne on the passing away of their son. Bud is an active member of the club. The club is considering an S scale car to commemorate their 40 th anniversary. Jon Kettner made a drawing of a possible design for the car and Bob Bowen is sending the design to American Models to see what they think about producing the car. Club members Pat Spino and Cliff Baxter have been inventorying the trains that deceased member Tom Bangs had, and Bob Beshore was taking some of the trains to a swap meet to sell them. The **IESGAPN** members met at the home of Jon Kettner for their November meeting. The club layout was set up in Jon's shop

Concluded that the electrical problems that occurred in the past were not a result of a malfunction of the power supply, but the exact problem was not determined. The annual club banquet will be held on March 10, 2007 this year to avoid weather conditions that might make travel difficult. It is hoped that the attendance at the event will be better than the last several years. The club meeting for December was scheduled to be at the home of Pat Spino, however, it may have been changed to a field trip to a local railroad facility. The idea of having club meetings at a local restaurant was considered in lieu of having them at member's homes. Some clubs take good advantage of this method of having meetings at a restaurant near a train show, so the members can go to the show and then attend the club meeting. The meetings usually include a lunch and business of the club can be discussed. The WNYSSA makes good use of this scheduling method, and it takes the burden off the members to hold meetings at their homes, and they get the opportunity of attending a local train show or other train related event. Jon Kettner ably edits and distributes the club newsletters and coordinates the club activities.

The Sacramento Valley AF Club (SVAFC) is planning the eighth annual Flyer Fest West to be held on May 4-6 in Sacramento, CA. Don Rosa is coordinating the advertising for the event which will be for AF trains and S hi-rail

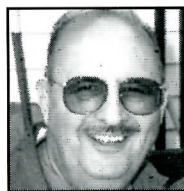
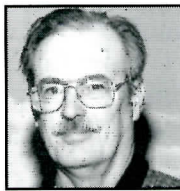
trains and their enthusiasts. The event will include a swap meet, clinics, a modeling contest, and train races. There will be a BBQ dinner with guest speaker Robert Church who will make a presentation on the Southern Pacific Steam Power Over the Donner Summit. Julie Gilbert Trail will be a special guest as the grand daughter of A.C. Gilbert. The three day event will include a trip to the Western Railway Museum where the re-electrified Sacramento Northern mainline will be traveled in operating interurban trains, and a picnic lunch will be available to those participating. More information is available by contacting the club via it's e-mail address at FFW2007@comcast.net.

The Southern California S Gaugers (SCSG) met for their October meeting at the home of Gene Capron where the host has completed the basic bench work for an S scale layout that he is constructing. Gene and his wife operate a child day-care out of their home and are anxious to have trains operating for the children to enjoy. Jim Best has helped Gene with the layout design and construction, and installation of the upper level risers for the layout. Club member Jim Best has sold his home and will be moving to Ohio in January. Jim will be missed at the club activities. The November meeting of the club was held at the home of Terry Dillon. Those attending were invited to come early to operate trains on the host's S layout that

has DCC power. Terry ran his new S-Helper Service 2-8-0 steam locomotive with sound. He also ran a variety of equipment using several operating systems. Walter Olson brought several engines to operate on the layout. Hollis Copton and Bruce Lazarus were two guests that attended the meeting. Bruce was the pre-registration chairman for the Cal-Stewart Train meet held at the Pasadena Convention Center on November 17-19, 2006. Hollis was the Anniversary Display chairman for the event. The event included a large display depicting 60 years of AF S gauge trains, and those SCSG members who have special AF equipment were encouraged to bring it to the event for display. The club members discussed the idea of having every fourth meeting be held on a Sunday to make attendance more easy for the members that cannot attend weekday evening meetings. Several local train events were discussed including the O Scale West convention to be held on Feb. 15-17, 2007 in Santa Clara, CA. Jeff Kruger records the club meeting notes and distributes them via e-mail to interested parties.

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

Seasons Greetings From the NASG and the Dispatch staff



From left to right: Bob Werre, David Dewey, David Heine, Jeff Madden, Terry Madden, David Pool, Bill Fraley, Sam McCoy and Chuck Garman (on behalf of the Staff of MI Printing). Check out page 3 to see who contributes what. The NASG thanks all for their efforts.

EXTRA BOARD

BALTIMORE CONVENTION UPDATE

The Orioles Baseball Team will be in town the weekend of July 12-15. This will affect the prices and availability of rooms outside the rooms blocked out for the convention. Best to book now! On Saturday 7/14 we will have Train Races for the following categories: AF (stock pre-'70s), new manufacturing since 1970, stock and open (modified or self built). Bring your fastest engine. The hospitality room will be adjacent to the layouts, and the clubs running layouts will run your equipment that you bring or buy. The Modeling contest will include "American Flyer Imagineering". Create a structure or accessory using Gilbert parts (when possible) so that the resultant product resembles something Gilbert American Flyer would have produced.

- Dave Blum

MATCHBOX GMC TRUCK

Someone was asking if the Matchbox GMC is too big for S scale. The short answer is yes. After checking out GM literature, I discovered that the model is actually a Chevy truck, and that it is a cab-forward not a cab-over-engine (COE). The model represented wouldn't tilt to get at the engine, whereas a COE would. Here are the actual measurements to go by: Bumper to back of cab 88", frame to top of cab 64.6", outside back tire width 90", frame width 34", width of fenders on cab 77". The Matchbox comparable dimensions are BBC 97", FTC 76", outside width of rear tires 108", frame width 42", width of fenders on cab 90". As you can see, the Matchbox is too big. It scales out a bout 1/56.

- Roy Meissner - *It still might be useable if the boxcab is replaced or it is used as a tractor on a tractor trailer. Ed.*

S IN THE NON-S PRESS

- Fall 2006 *Electric Trains* (special

Kalmbach edition). A section entitled Intriguing Locomotives includes a bit on the AF 4-8-4 and the freelance PAs (Comet, Silver Flash, etc.) There is also a 6-page feature on Minitoys accessories, a feature on Dave and Kay Gillis' AF layout, a 6-page feature on AF refrigerator cars, and a feature on the collection of Marty Visnick (he collects Gilbert and Flyer).

- Dec. '06 *RMC*: Our NASG group ad and a 9-page feature on Brooks Stover's BC&G standard S layout.

- Dec. '06 *MR*: Full Page color photo of Ed Loiseaux's layout. Rumor has it Ed himself is standing on the tower steps.

WHO ARE THE FIGURES?

Besides the Ed resemblance above, Don Thompson fessed up to using friends as prototypes for his figures - John and Thelma Bortz were indeed our Mr. and Mrs. Claus. Howie Waelder was the diesel and steam engine crew. Roger Webster and Mike Anderson was our caboose crew. Our middle son Tristan was the elf model for several figures that Dennis DiBattista, owners of Arttista made for us.

- from Don Thompson

NEWS FROM PORT LINES - UP etc.

News broke recently that MTH has settled the UP lawsuit regarding trademark usage and royalties, and as a result, UP is dropping the licensing and royalty requirements for all model railroad equipment manufacturers. So, I guess we can now look for SHS and others to return UP equipment to their stock. Great news! I spoke with Ron Bashista at the Fall S Fest and he says that the AM Northerns will be re-run in early 2007. All 4 original roadnames will be available plus Western Maryland and Cotton Belt. Lionel has delivered all the black Northerns and about 50% of the Greyhounds. The other 50% will be coming in the spring of 2007.

- Doug Peck

FRANK EMIRO ELECTED

More news from Doug Peck in New England. He writes congratulating Bristol Club member Frank Emiro who was recently elected to the New Hampshire Legislature. Do we have to refer to him now as Mr. Frank Emiro, says Doug?

- Doug Peck

CLUB CONTACTS

A couple of organizations need updated from the Directory. The contact person for the North Penn S Gaugers is Michael Berus, 870 Cressman Rd., Harleysville, PA 19443 - 610-222-0173. The Slim Gauge Guild had the zip left off - It's 91105. Jeff Smith is still the contact person and is the U.S. contact for Railmaster Products. His email is trainmaster@slim-gaugeguild.com. Check out the website too: www.slim-gaugeguild.com.

- Jeff

DEPT. OF CORRECTIONS

On page 8 of the October issue the description of Dick Wholf's scratchbuilt Silver Plume Shoe store is missing.

- Jeff

CORNFIELD MYSTERY

No, not a cornfield meet, but someone asked about the cornfield on the Hoosier S Gaugers' modular layout (doug Evans' modules) at the recent Hoosier S Show and how it was made. Doug said he used a plastic plant called asparagus fern which he purchased at a Michaels' Craft store.

- courtesy Bob Morrison

WHAT ASPECT OF S?

Describing the different facets of S to newcomers or other scalers became a hot topic on the internet. Stan Stokrocki came up with these descriptions from a 1972 *S Gauge Herald*.

Scale:

- a. code 125 rail or smaller
- b. Scale wheel flanges
- c. Kadee, scale dummy or other proportionate coupler.
- d. All models, structures, and sce-

nic effects closely proportioned to 3/16" scale

Semi-scale:

- a. Code 125 rail or larger
- b. Scale or hi-rail wheel flanges
- c. Kadee, scale dummy, or other proportionate coupler.
- d. All models, structures and scenic effects closely proportioned to 3/16" scale.

Hi-Rail:

- a. AF or Gargraves track (fi AF track it has extra ties and improved appearance.
- b. Hi-rail or tinplate wheel flanges.
- c. couplers not necessarily 3/16" scale.
- d. All models, structures and scenic effects closely proportioned to 3/16" scale.

Tinplate:

- a. AF track
- b. Tinplate wheel flanges
- c. AF couplers
- d. All models, structures and scenic effects not necessarily proportioned to 3/16" scale.

Now things have probably evolved since then. For example, today we probably think of the Semi-Scale category as hi-rail, especiall with the advent of SHS and AM track. I would think the last two categories would be lumped together now as AF tinplate. This makes it a bit simpler to explain to outsiders. One person suggested showing the newcomer the bottom categories on the *Dispatch* cover.

- Jeff

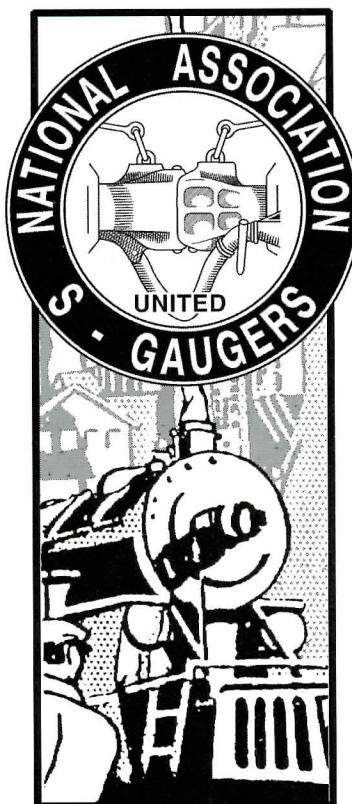
ST. LOUIS TRADITION

Sent by Moe Berk, this is a news report regarding the annual S gauge Christmas display in a department store window in downtown St. Louis. The difference this year is that the Famous Barr store is now Macy's. Here's the Channel 5 report - "Visiting Macy's downtown holiday window display has become a family tradition for generations. The train window display on the corner of Seventh and Locust is one of the most well-

known of all the downtown window displays. Some of the interesting things you'll notice, besides the trains themselves. Santa Claus flying above the tower, a building on fire, billboards for Macy's and a Macy's warehouse. There's also a Missouri Pacific Eagle from the heyday of the Missouri Pacific, and that piece was actually hand-painted. It's fun to try and guess how many trains are in the display. Here's a hint for you. It's more than 4 and less than 10. So head downtown and check out Macy's holiday window display for yourself and maybe even start a family tradition of your own."

S-TIPS

Gondola Loads: A while back someone asked about gondola loads, and I never cast my 2 cents. Some neat things I have put into use are: the caps from Aquafresh toothpaste. I place them back to back (top to top), ten per gondola - the center pair needs to be notched to fit the center rib in the gondola; five caps from Shout gel; or five caps from the mid-size Listerine. All these caps fit like they were made for the ACG gon.



S-CALENDAR

Feb. 2007: 22nd Annual Sn3 Symposium, Denver, CO.

Feb. 15-17, 2007: O Scale West plus S. Hi-rail welcome. Hyatt Regency, Santa Clara, CA - 5101 Great American Parkway. www.oscalewest.com. Bill McClung - stacktalk@aol.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@rockyforkprinting.com. Check websites: www.cosg.org and www.makoy.com. Chair is Art Lofton - jlofton@insight.rr.com or (614) 855-0988.

May 4-6, 2007: Flyer Fest West, Sacramento, CA, trading, clinics, contests, races, dinner, excursions. Guest - Julie Gilbert Trail (A.C.'s granddaughter. Info Don Rosa 916-682-6961 or email: ffw2007@comcast.net.

July 10-14, 2007: NASG Convention Baltimore, MD. Best Western Hotel, 410-033-9500. Tours will include layouts, Metro Shops, B&O Museum and more. convention website for info: www.baafc.org.

July 22-28, 2007: NMRA National Convention, Detroit, MI. www.nmra.org/2007/. Several S layout on tour.

Nov. 2-4, 2007: Fall S Fest, St. Louis, MO. New larger location - St. Louis Marriott Hotel near airport. www.trainweb.org/afsgsla/.

Aug. 5-10, 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.

Railmail cont. from page 5

well as double or single track point-to-point layouts. For some reason, people may be ignorant of that philosophy. So, I thought I had better say something. Here is the link: http://users.bergen.org/don-dew/CJSS/CJSS_SMODlayoutsindex.html

- Don DeWitt, original S-Mod Standards Committee chairman
See Module Corner on pages 10-11 - ed.



This compact layout using SHS track components was on display at the recent Fall S Fest in Tinley Park, Illinois. The layout was constructed by CASG member Will Holt.

Jeff's Junction cont. from page 5

A good idea for those members manning modular layouts is to converse with the viewers. Explain to them what items are commercially available, what are kit-bashed, etc. Signs and handouts will help, but personal involvement is better. You can even promote vintage AF equipment – it might inspire some to dig theirs out of the attic. But also explain about all the current “new” Flyer that’s available.

Besides being there and communicating, there’s another factor that’s important for display layouts – DETAILS! Detail needs to match or surpass the other scale or hi-rail layouts. Rolling stock, scenery, structures, mini-scenes, animation, bridges, terrain, etc., need to be first rate to demonstrate the finest attributes of S – again, the size. Buildings with lighted interiors are an example. This goes for Flyer too. I was recently helping out our Badgerland club at the Milwaukee Trainfest, and I will say that our American Flyer modular layout ramrodded by Ron Schlicht is one of the best I have ever seen at capturing these goals. There are two Flyer trains with mostly current equipment running continuously. Scenery, mini-scenes, figures, vehicles, operating accessories, painted backdrop, yes – even a Frosty drive-in with ‘50s music. I will admit too that our scale/hi-rail layout does need some upgrades in certain aspects mentioned. But we did run a loop of DCC, and this impressed many.

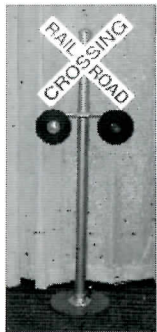
2. The second way is for those with permanent home layouts to have them put on NMRA tours – even if you don’t belong to the NMRA. Find out when regional or national NMRA meets or conventions are in your area – and contact them to be on a layout tour. Of course, layouts should be fairly complete with some scenery and details. Again, a way to show off to the “naked eyes” of non-S gaugers.ds

3. A third method to directly promote S is to get product into hobby shops and general train meets so buyers can compare. Manufacturers could target certain willing hobby shops and provide them with dioramas, and if the dealer is unwilling to stock much – maybe make catalogs available to at least allow the customer to order. Some “new” items on a limited basis could also be put on a “consignment” basis. Manufacturers should also try to make the larger train meets to show off their wares – many do. Clubs could work with a hobby shop owner or manufacturer/dealer to coordinate layout setups near their location.

4. Fourth, skilled scale modelers who belong to the NMRA can make a point of entering S items in contests in regional and national events. This way S models can be seen right next to the “other” scale models.

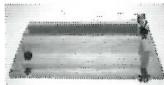
My Point – All the ads, articles, websites and jawboning won’t create the excitement in non-S modelers that “in person naked eye” viewing will.

Merry Christmas, Happy Holidays, and so on. Jeff



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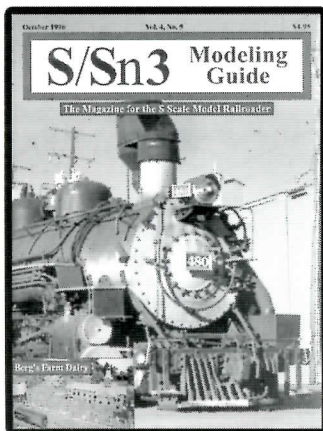


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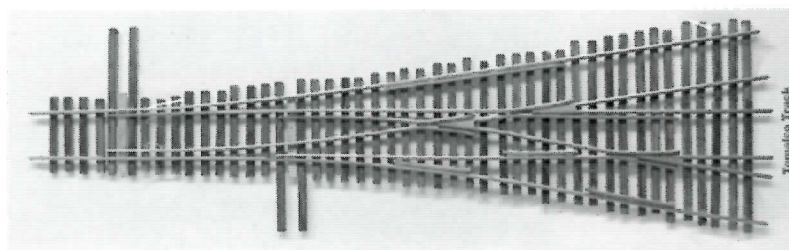
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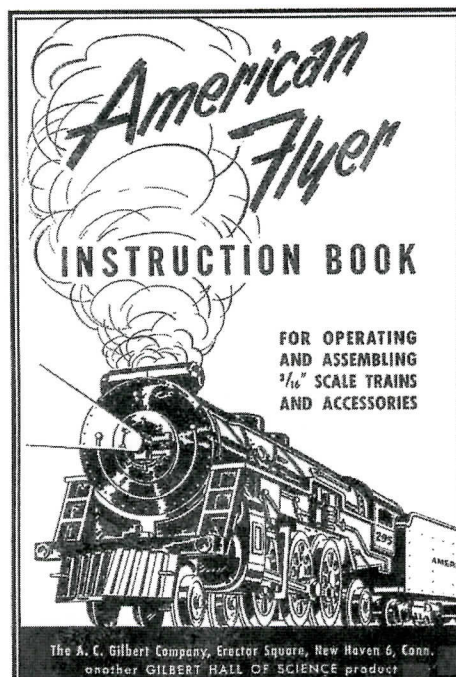
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