

October 2007

\$4.95 U.S.
Volume XXXI Number 5



DISPATCH



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

Need something different? Switch to B.T.S. !



PRR F39 Piggyback Flat Car

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

The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Car weight with trucks and couplers is 11.4 ounces. While it will handle a 34" radius curve, it will look better on larger. Couplers, 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. Couplers, trucks, trailers, and decals are not included. The car is designed to use the American Models' 40' trailers - SHS 35' trailer shown also fits well.

#09200 S Scale F89 Piggyback Flat Car \$99.95

Trailer not included.



PRR H21 Hopper

Starting in 1911, 70-ton H21a "quad" hoppers were introduced for coal service. The original hoppers were built with the "old style" double-door configuration. During the 1930s and 40s, all old-style double-door hoppers were replaced with the "saw tooth" hopper.

The unpainted S Scale kit consists of high-quality, no-odor urethane castings for the body and brass brake components. Easy assembly with ACC or epoxy. Less decals, trucks and couplers.

#09204 S Scale H21 Hopper \$ 79.95

Depressed-Center Flatcar



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

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

#09209 S Scale Depressed-Center Flatcar \$ 59.95

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NASG DISPATCH
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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.

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

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

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

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 Studio G
 PO Box 745
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Postmaster: Send address change to
Michael Shea
488 Stonewood Ave.
Rochester, NY 14616 -3623

COVER: Three NASG contest model winners. **Top** - Best of Show Amateur Niagara & St. Catherines & Toronto Baldwin-Westinghouse steeple cab. **Middle** - 2nd Place Craftsman TTX flat. **Bottom** - Best of Show AF Imagination Reading work train. **Photos Bob Werre**

ORDER BOARD

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NASG Website: <http://www.nasg.org>

NASG Website Director Michael Greene: mgreene@cedarlane.com

STAFF

Jeff Madden ----- **Editor**
Terry Madden ----- **Graphics Editor**
Gerry Evans ----- **Contributing Editor**
Jeff Madden ----- **New Products Editor**
David Pool ----- **Club Editor**
Ted Larson ----- **Module Corner**
David Heine ----- **Narrow Gauge Editor**
Bob Werre ----- **Staff Photographer**
Jeff Madden ----- **Advertising Manager**
Bob Jackson ----- **Editor Emeritus**
David Dewey ----- **Amer. Flyer Editor**
Bill Fraley ----- **Contributing Editor..**
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THE NASG OFFICERS AND COMMITTEE CHAIRMEN

Whom and where they are:

OFFICERS:

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

Executive Vice President David Blum
3315 Timberfield Ln., Pikesville, MD 21208
410-653-2440
grumpydadof3@hotmail.com

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

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

Eastern Vice President F. Lamont (Monte) Heppe
188 Oak Dr., Pasadena, MD 21122
410-255-0629

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

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

COMMITTEE CHAIRMEN:

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

Promotions Chairman Bill McClung
22214 Country Rd., La Salle, CO 80645
970-284-6830
bullybullfrog@aol.com

Promotions Committee Our 3 Vice Presidents, Alan Evans,
Roy Inman for promotional literature;
913-541-1759, rinphoto@everstkc.net

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

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

NASG Special Special Project Committee Alan Evans
7 Patricia Dr., Covington, LA 70433-1042
985-789-0488
allen.evans@charter.net

NASG Clearinghouse William Mark, Jr.
438 Rossway Rd., Pleasant Valley, NY 12569
845-635-8553
NASG track gauges, coupler
height gauges, patches, shirts, hats and pins.

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

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

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

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

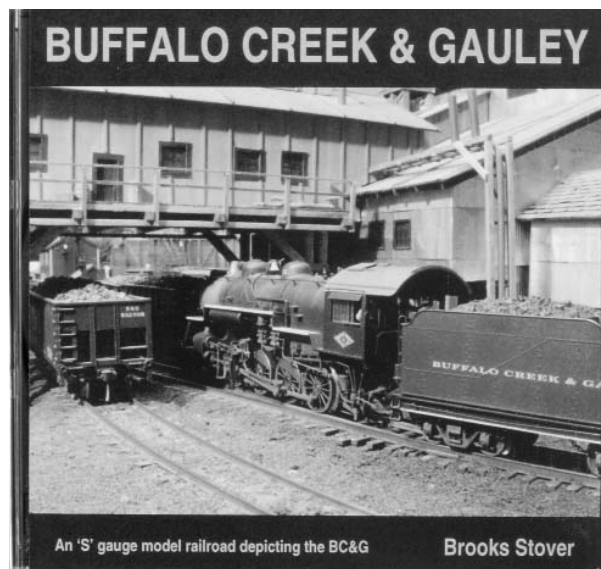
Nasg Librarian, (S-Mod Info) Dick Karnes
4323 86th Ave. SE
Mercer Island, WA 98040-4124
206-232-7281
nasglibrary@earthlink.net

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

NASG NEWS

Many of you have probably heard about or have seen the new DVD put out by Brooks Stover on his S layout, the Buffalo Creek & Gauley. Many of you have probably seen the layout in person as well. Brooks says that he hopes to help promote S gauge within the model railroading community and inspire current S gaugers to build more finished layouts. He also touts prototype modeling and operations. The DVD (available through the NASG) will also help promote the real BC&G Co-Op in West Virginia. **To purchase this initially sold out DVD send checks for \$20 plus \$4 S&H made out to the NASG to: BC&G DVD, c/o Doug Peck, 6 Storeybrooke Dr., Newburyport, MA 01950-3408** Any further info needed, contact Brooks at bcstover@comcast.net or 248-814-8699.

Continued p. 38



RAIL MAIL

Preserving the Herald: There has been much chatter recently about various ways to preserve the *S Gauge Herald*, including incorporating it into bound volumes. I thought some statistics might help your thinking. Frank Titman and I produced the *Herald* from January 1961, through December 1978. At six issues a year, that represents 108 issues. They averaged 32

pages or more each plus front and rear covers, so you are working with something around 3,500 pages. My complete set packed tight occupies 18" of shelf space in my bookcase. Somehow I don't see a practical way of reprinting and binding it. I think Dick Karnes' plan of reproducing articles on request is the best solution.
- Wally Collins

Ye Old Yearbook: The NASG Directory, and I've mentioned this in the past, doesn't have the heart or

Continued on page 38

Jeff's Junction



Manufacturers help us...

Attention manufacturers - you can do modelers a favor, and probably help yourselves as well. How's that? You mean produce more products, spend money on tooling, sell things cheaper? No, I'm not thinking along those lines; I'm thinking more along the lines of advertising and promotion of existing or new products. I have heard from a few readers that they'd like some more specifics mentioned in advertising for manufacturers or dealers of rolling stock, structures, locos, etc.

Here are some of the specifics mentioned: One is to include footprints and heights when promoting a structure or bridge - this includes on-line and print advertising. Many are good at this, but some still miss the boat. This helps the modeler decide if a building will fit a particular location on a layout. As editor of the *New Products Report* in the *Dispatch*, I do try to mention these in my descriptions when available. A photo with adjacent freight car, figure or vehicle next to a structure sometimes helps to judge the size, but isn't that reliable. Exact 3-way measurements would be more helpful - inches are OK. For items like tunnel portals or truss bridges it helps to mention clearance sizes that would be for the steam era, modern era, or AF clearances. The latter two need to be higher, AF probably a little wider too because of the tight radii used.

When layout planning or for an existing layout the modeler can immediately grab a ruler and see if a structure will fit. This is really helpful to the S community because hobby shops don't carry many S structures. Ya either gets it on-line or at an S meet. Our laser and resin structure manufacturers are pretty good about this, but I'll remind them anyway.

On rolling stock, something that assists modelers is

not so much size (that helps some if minimum radius is a factor), but rather listing dates (years) that is appropriate for the particular model somewhere on the box and in advertising. For example, AM tank cars - when was the prototype car first manufactured, what were the years of manufacture, and what years was the paint scheme in use? The SHS reefers could list the date built, re-built, dates in use with that paint scheme (1941-1960 for example). Most of us know though that most of the billboard schemes were outlawed on the real railroads in 1933, but most of us use modelers license and use them anyway - it's just nice to be informed about the history. And by having info listed directly on boxes or instructions, the modeler is immediately informed.

Ditto for information on locomotives and paint schemes. SHS and AM both gave us basic information on their steamers. Both manufacturers, of course, use non-prototype paint schemes because the volume isn't there to satisfy all prototypes. That's very acceptable to most of us in S, but again, it's nice to be informed about the real prototype. Even Lionel's AF steamers should have prototype info given to educate the buyer. How many of you know that the Pacific and Mikado are USRA prototypes and pretty accurate at that? How many of you though know which railroads used them? As to diesels, the main info desired here in advertising and on boxes or instructions would be the era that the paint scheme was in use (example - 1950-1963).

You get the point., So manufacturers - check your Ps and Qs regarding advertising, instructions, labels, catalogs, websites, etc. Modelers really appreciate information on color schemes, prototype use, footprints of buildings, eras of use, and so on. For example, I enjoyed finding out that my B&O painted American Models coach is a CNJ prototype. I don't care personally, because the B&O scheme looks good. I'm not bothered that much about repainting or modifying. I may, however, modify an AM pacific (which is a bit generic) to be closer to a B&O P1d.

NEW PRODUCTS REPORT

By Jeff Madden

AWESOME DIECAST (www.awesomediecast.com) has some 1/64 die-cast fire trucks by Del Prado. These are all \$19.95 retail plus S&H. On the site are shown a 1912 Christie steam pump, Ahrens 1924 Pumper, 1948 Mack pumper, 1950 LaFrance 700 pumper, 1952 Seagrave pumper, 1958 LaFrance 900, 1974 Mack CF600 pumper, 1974 Seagrave K-type pumper. There are a few other new fire trucks in 1/64 and some newer tractor trailers.

BC&G in S DVD (See **NASG News for ordering instructions**) Robin and I hosted the monthly CJSS (Central Jersey S Scalpers) meeting last night. After the barbecue I loaded Brook's outstanding DVD in the player and showed it to our group. As the video progressed, I noticed several wives peaking in the doorway to see what was going on. One remarked that she thought we were watching real trains on TV. The Tsunami sound sounds in our 2-8-0 is something else, especially hearing the echo of the chuffs and whistles as the steamers are coming through the scenes. Brook's mountain scenery is a real treat. It reminds me of being at my parents place in the country and hearing consolidation #60 coming going to Ringoes on the Black River and Western about a mile from their house. Lots of nice memories.

This is by far the best layout video I have seen in any scale. The voice over really helps capture the allure of the Buffalo Creek and Gauley. I believe this is a must see for all S Gaugers. I plan on making the pilgrimage to Brooks next week while I am at the NMRA convention. I wonder if we can show this at our booth. I think it can be a great promotional tool for our scale. - Don Thompson

BOWSER (www.bowser-trains.com). Just a reminder that Bowser makes a turntable kit adaptable to S in 20" to 32" sizes (2" even # increments). Each kit is made of 1/2" plywood with a brass pit wall, painted gray. The pit rail is installed and the wiring completed. The center shaft bearings and bogies are installed on the wooden bridge beam. Track not included. A separate kit mounts under the turntable.

CMR (Custom Model Railroads, 3937 Keswick Rd., Baltimore, MD 21211, 410-889-0010) has a couple of HO items that would seem to work for S. One is a turntable kit that features laser cut acrylic parts, sealed wheel bearings, lift-off removable bridge, drop in construction. The sizes for S would be a 120' one (88" in S) and a 135' foot one (99' in S). These list for \$166.00. In actual inches the 120' one is 18.125" in diameter, and the 135' one is 20.375" in diameter. The pit depth on either is 1.0625 inches. They also feature on their website an HO double track stone viaduct (B&O Carrollton) that should work as single track in S. It features laser cut acrylic parts with engraved stone pattern. With one arch the basic kit is 4" wide, by 20" long by 4.5" high. Add-on arches are 11/75" long. The main kit is \$80 and the add-on is \$40.

PINE CANYON MODELS (www.pinecanyonscalemodels.com) has a brick 1900-1920 era two-story brick store. Actually, it's in two versions - a skinnier one and a wider one. The narrow one, #804, lists for \$44; the wider one (#805) with more windows lists for \$59.

RAGGS TO RICHES (www.raggsstoriches.biz) has some new Maine narrow gauge structure

craftsman kits available. These are the Randolph Victorian Depot, \$145. Two other new Maine narrow gauge structures include two versions of the Sanders covered water tanks, \$45 each.

SHS (www.showcaseline.com) had a test sample of a new steam era covered hopper based on the USRA design with square hatches.

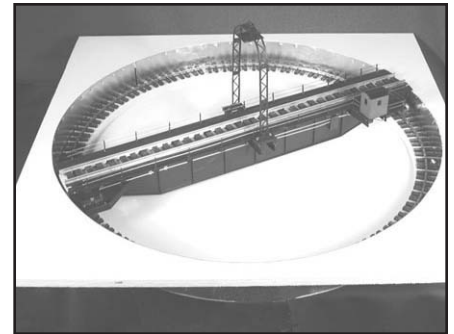
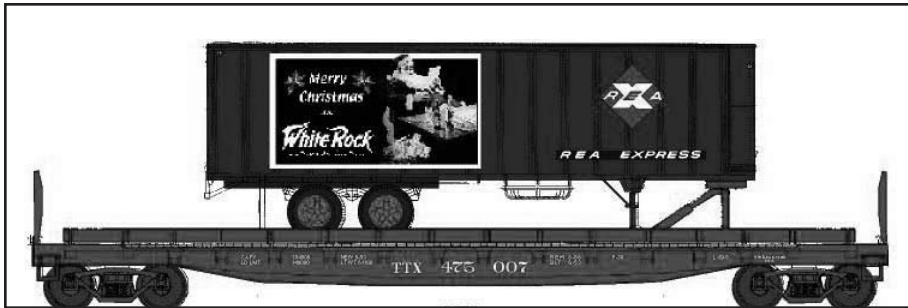
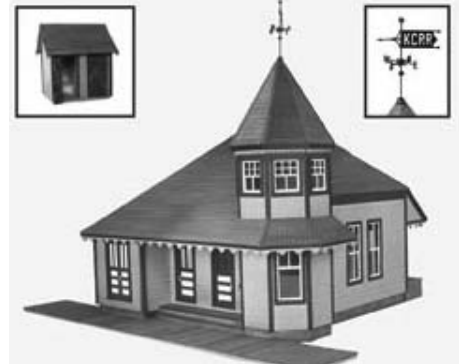
Also, several new paint schemes are coming out in the reefer line: Chicago Macaroni, Hamm Brewing, SFRD Santa Fe and White Rock Water. Reefers are \$45.95 each. The popular Waddell coal hoppers are back in stock at \$42.95 each. Also due this fall are some new schemes on standard 53' flat cars - ATSF, Reading, ACL, PRR and SP - \$42.95 each. In time for the holidays there will be some new TOFCs - ATSF, Reading and SP. The 2007 Christmas car will likely be a TOFC with special holiday lettering on the trailer. You can order with a \$15 deposit - \$62.95.

TRACKMAN (www.trackman2000.com - 610-929-8373) has a track cleaning car in S for \$94.95. Extra pads and plugs are \$4.00. S&H charges are in addition. Spotted at the NASG convention, the unit uses two trucks connected by a metal bar with a weight suspended between the two trucks. Two abrasive pads slide along the along under the middle weight. The car can be pushed or pulled.

WILLOW ASSOC. (224-484-8736) has a 10th anniversary edition of the S Scale Manufacturer and Product Directory 2007. The 8-1/2" x 5-1/2" booklet has been expanded to 22 pages. Over 200 manufacturers of S gauge and 1/64 items are listed. Cost is \$3.50 each ppd. Group rates are available for

clubs and organizations.

WILD WEST MODELS
(www.wildwestmodels.com) has some S Scale outhouse kits for \$14.95 each including a two-story one - #319.



Seems structures, turntables and a bridge highlight the photos here of various S items. The Turntables, Bowser (bottom of the two) and CMR are adaptable to S. The CMR one is actually HO, but the bigger ones should work. Structures shown: 4 Pine Canyon 2-story resin brick downtown type stores; two water tanks and the depot are models of Maine 2-foot structures by Raggs to Riches; the stone arch bridge again is HO, but at 4" wide should be adaptable to S. Shown are two of the SHS "new paints" mentioned. The TOFC car is the 2007 Christmas car.



CONVENTION BEST OF SHOW



Simon Parent



Convention Best of Show above is Simon Parent's CNR 10-wheeler that took 1st place in Master Craftsman. *Photos by Bob Werre*

2007 NASG CONTEST AWARD WINNERS

2007 NASG NATIONAL CONVENTION MODEL CONTEST AWARDS

Amateur

Best of Show Amateur

First Place Amateur Diesel & Electric

First Place Amateur Freight & MoW

First Place Amateur Structures

First Place Amateur Hi-rail

Entry #	Description	Last Name	First	NASG #
2	Niagara St Catharines & Toronto Railway #18 Baldwin - Westinghouse steeple cab class B	Flatt	William	06R0088E
7	Canadian National RS-3 1953-58 colors	Flatt	William	06R0088E
8	L&N 3642 bay window transfer caboose	Silcox	William	83R0054E
9	stone warehouse	Silcox	William	83R0054E
1	Maryland Midland EMD GP-38	Atwater	Andrew	

Craftsman

Best of Show Craftsman

First Place Craftsman Structures

Second Place Craftsman Structures

Third Place Craftsman Structures

First Place Craftsman Freight & MoW

Second Place Craftsman Freight & MoW

Entry #	Description	Last Name	First	NASG #
16	TTXP bulkhead flat car	Furmank	Stan	03R0011E
12	Gregg Station	Blick	Alan	95R0076E
11	Steve Station	Blick	Alan	95R0076E
10	background freight house	Brewer	Jerry	87R0062C
17	50' Frisco plugdoor	Furmank	Stan	03R0011E
24	90' TTX flat car w/ 2 trailers	Oertly	Bill	76R00004G

Master Craftsman

Best of Show Master Craftsman

First Place Master Craftsman

Entry #	Description	Last Name	First	NASG #
14A	CNR 10 wheel class H-6-G #1386 in 1939	Parent	Simon	92R0157E
21	the swamp w/ a rock causeway	Malette	Andrew	

Photo

Best of Show Photo

First Place Photo

Second Place Photo

Third Place Photo

Entry #	Description	Last Name	First	NASG #
20	Challenger fan trip	Werre	Bob	
14B	railfanning a CNR branch line in southern Quebec	Parent	Simon	92R0157E
18	Texaco Refinery @ Burham Junction	Karnes	Richard	95L0001W
19	ready for sand @ Port Hudson	Karnes	Richard	95L0001W

American Flyer

Best of Show AF Imagination

First Place AF Imagination

Second Place AF Imagination

Third Place AF Imagination

Entry #	Description	Last Name	First	NASG #
3	3 piece Reading work train	Tooley	Ed	91R0148E
5	Western Maryland caboose #1849	Tooley	Ed	91R0148E
6	16 ft gondola	Blum	Sam	94R0267E
22	3 car set - Christmas cars	Beachy	J. Wayne	96R0202E

Sudimark Memorial Award

6	16 ft gondola	Blum	Sam	94R0267E
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Convention Best of Show

14A	CNR 10 wheel class H-6-G #1386 in 1939	Parent	Simon	92R0157E
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NASG 2007 CONVENTION REPORT

The 2007 NASG Annual Convention held on July 10-14 in Baltimore, MD, was a first for that city. Previously, one in silver Spring, MD, was the closest geographically. It was held at the Best Western, just off I-95 in the southeast corner of the city overlooking the port area. The Convention was well attended.

Getting around the city wasn't too bad thanks to the hotel shuttle and the tour busses. A few of us did manage to get lost trying to navigate all those one way streets by car. Reports by a few, including yours truly, had us wandering into the "Blue Light District" and trying to find our way back to the hotel from a seafood dinner at the Inner Harbor area. Actually, these are streets in high crime areas with flashing blue lights in the center of every major intersection - these signify video surveillance cameras.

Many thanks to Dave Blum, Monte Heppe and the BAAFC crew for a well-organized convention.

Tours: There were 6 rail tours and 1 non-rail one. I went on 3 rail tours, and my wife went on the non-rail tour - Wed. to Havre-de-Grace. I managed the Metro Subway Tour, the B&O Museum Tour (side trip to Baltimore Streetcar Museum) and the Friday night layout tour. The Maryland Midland prototype tour and a hi-rail layout tour were early-bird tours on Tuesday which I missed. Some went on Friday to see the Chesapeake & Allegheny Live Steamers setup.

The tour busses were "new", big, comfortable and thankfully air conditioned as the first days of the convention were in the 90s.

The Washington D.C. Metro Shops tour was a "sleeper" in my book. I signed up at the last minute for \$15.00. We went to the New Carrollton, MD, maintenance facility and yard. What a treat - an actual retired employee and BAAFC member, Vernon Winn, showed us the tower where we received an explanation of the electronic control panels. Then we were ushered to the maintenance shops where we saw subway cars in various stages of repair. A second stop was made at the nearby Metro Emergency Training Center where some of us stumbled through a "rollover" car that was at a 40 degree tilt. We were also shown a simulated tunnel where emergency fire departments and



Tower operator explains operation of Washington, D.C. Metro system to NASG tour group



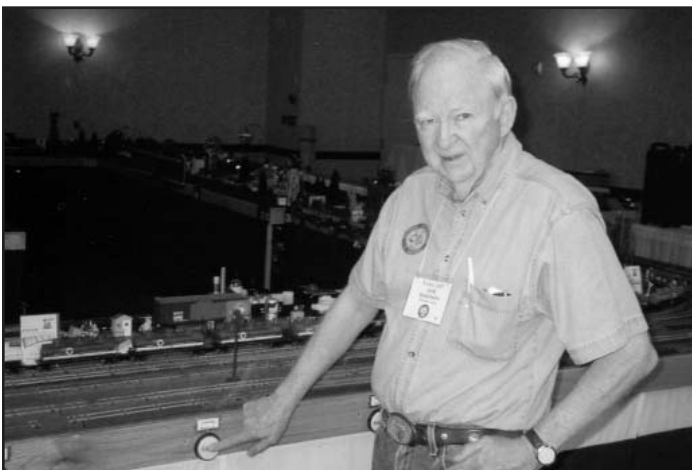
I'm on the level - Bob isn't in the safety rollover car during the Metro tour. We walked through car on a slant to simulate a wreck. Photos by Jeff Madden



BAAFC member Vernon Winn explains the control panel of a Metro subway car. Photo Jeff Madden



Tour to Chesapeake & Allegheny live steamers Photo Bob Werre



Tom Robinson pushes an accessory activating button on the AF portable layout of the Tidewater Division of the ACSG. Photo Jeff Madden

Metro crews do actual hands-on rescues of dummies from rail cars complete with smoke, screams, low light, etc. As one of our guides said, "It's like an educational house of horrors."

On Thursday it was a return for me to the B&O Museum, the first time in over 20 years and after repairs to the historic roundhouse structure which suffered a calamitous roof collapse back in February 2003 caused by heavy snow. On our tour everything was restored to tip-top shape except two real locos that still exhibited damage. Many of the outside displays were different than I remembered. There was a new shop building housing the C&O Allegheny among other locos and rolling stock, an outdoor G-scale layout, umbrella sheds covering rolling stock including a baggage car with an HO model layout in it. We even had a short ride for a mile or so outside of the the Mt. Clare shops area.

From the B&O museum we could take two side trips via bus to the Baltimore Streetcar Museum and the historic depot at Ellicott City, Md., on the "Old Main Line." I had been to Ellicott City before, so I went to the streetcar museum. Very nice. I rode 3 different trolleys before returning to the B&O Museum.

Others will have to report on the other rail tours. My wife enjoyed the Havre-de-Grace tour that included an outlet mall. She returned with some candy and some knick-knacks.

Trade Room and Hotel Area: The BAAFC had a pretty good setup for space. On the ground floor there was a large room with registration tables, 2 dealers and the ACSG (Tidewater Chapter) layout. Later in the week the B&O and Western Maryland Historical Societies had tables.

On the second floor there was an ample trade area room, contest room and clinic rooms. The banquet was also held in the trade area after tear-down on Saturday. It was a little inconvenient having to use an elevator, and the air conditioning was overpowering at times - overall though, not bad. In contrast, the air conditioning failed on the 5th floor where there were 4 layouts - 3 clubs plus the NASG one. Temporary portable air conditioning units and fans really never did do the job.

The dealer mix was good with enough scale and hi-

rail or flyer for everybody. Let's see - there was SHS, River Raisin, Port Lines, John Vanacore, River Raisin, Joe Haenn, Yard Master, Hoquat, MLW, etc.

The Bristol club had a booth promoting next year's convention in Lowell, Mass.

Layouts: On tap at the hotel were 5 layouts. On the ground level was the Tidewater Division of the ACSG. It is an AF layout with numerous 2" round push buttons mounted on the fascia that controlled accessories. Even the scalers could be seen sneaking a push and grinning from ear to ear.

Upstairs in the 5th floor sauna there were 3 large layouts plus the NASG modules. The scale layout was the 18' x 26' one of the Potomac Valley S Gaugers that uses code 100 track. The double track line has a minimum radius of 47-1/2". Bill Oertly, Dick Cataldi and Dick Lind were some of the regulars on hand.

The second big layout was the the 18' x 27' W&OD (Washington & Old dominion) AF layout of the ACSG cartel. It had double track AF on rubber roadbed on top of indoor-outdoor carpeting. Power is AC with TMCC. While I watched there was a wreck caused by T-Bone Tibbetts.

The fourth upstairs layout was the AF hi-rail layout brought in by the North Penn S Gaugers. Notable were the N5C PRR porthole window cabooses kit-bashed by Norm Lepping out of AF Wabash cabooses.

Layouts on Tour: I missed the hi-rail early-bird tour but made the Friday night one that included 4 layouts located mostly in the D.C. metro area. First up was the famous and spectacular HO layout of Howard Zane. Howard and his friend Ken Young operate the Great Scale shows in the Baltimore area. All the S gaugers on the two bus loads I am sure just drooled over the scenery and details of the multi-level main-line operation of this large basement layout. The layout has been published many times. Howard even has a color book available on his layout - it's that big and nearly finished, complete with tons of Appalachian mountain scenery, detailed structures, roads, bridges, rivers, and so on. the vehicles and figures alone would fill a couple of crates. And locos - wow - mostly DCC sound brass steamers. Nuff said.

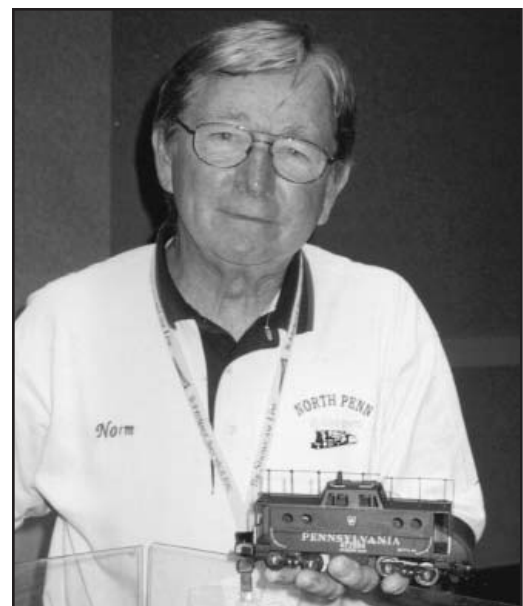
Then it was on to three three S layouts, two scale and



Members of the W&OD chapter of the ACSG manning their layout on the 5th floor. L to R: Phil Leitensperger, Bill Novak, Bruce Tibbets and David Horn.

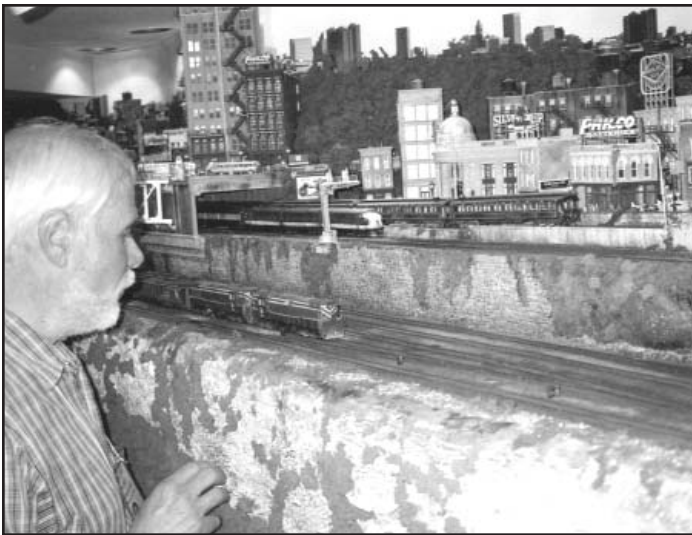


T-Bone Tibbets takes credit for the wreck on the W&OD layout.



Norm Lepping of the North Penn S Gaugers holds one of his AF cabooses converted to a Pennsy N5C.

Photos this page Jeff Madden



Stan Stokrocki checks out Howard Zane's fantastic HO layout. *Photo Jeff Madden*



Another view of Howard Zane's HO layout. *Bottom 2 photos Bob Werre*



SHS F unit on Dan Vandermause's B&O scale layout.

one AF. Well, yes, Howard's HO layout was spectacular, but the S layout were just as enjoyable, and in my eyes the types that would be more achievable for most of us. Dan Vandermause's scale West End B&O layout is 11' x 45' and is basically a double track around-the-wall design with some clever staging yards incorporated. Track is code 100, mostly shinohara, with a 45" minimum radius. It's Digitrax DCC. Trackage is all level, but the illusion of West Virginia mountains is very deceiving.

Our 3rd layout was Sam Powell's revival of the Penn Creek Valley already featured in the *Dispatch*. It is also a scale layout depicting southwestern Pennsylvania. Scenery and is about 50-60 percent complete. Notable is the way Sam creates his "urban canyon" look in his main terminal area. Staging yards are a future project.

Our last layout for the evening was David Avedesian's Boston and Maryland AF layout. THE BMRR has lots and lots of accessories yet is non-traditional in the sense that David uses DCC Digitrax Chief setup. David is proud of a lot of custom trackwork such as his switches and yard tracks.

Clinics: I managed a couple on Wednesday evening after the Ice Breaker get-together. One was prototype slides of Baltimore area railroads. The second was Bill Fraley's Yahoo Group clinic. Don Thompson had the floor while I was there and mentioned that his son is now well and back on active duty in Fort Bragg, NC. He also announced a new product - a steam-era covered hopper with square hatches based on the USRA hopper body.

The Model Contest: Ten years ago we were in Denver for the convention. The Best in Show that year was coincidentally a 10-wheeler steam locomotive. It was a D&RGW T-10 4-6-0 built by Rusty Rustermier. This year's Best in Show was also a 10-wheeler - CNR H-6G built by Simon Parent. Other first place winners in various categories were Doug Junda, Earl Tuson, Pat Ahieri, Walt Rogers, Fred Paulus, Wayne Hills and Bill Lane, Jr.

This year's first place winners included, besides Simon Parent, William Flatt, William (Pete) Silcox, Andrew Atwater, Alan Blied, Stan Furmanak, Bob Werre, and Ed Tooley. Check out page 8 for the

details. Gill Lott of the BAAFC was the chairman and judges were Jamie Furman and Gerry Evans.

Banquet and Awards: Saturday evening consisted of the usual happy hour, banquet, awards and auction. We did miss our musical entertainment this year though. The food and service - well - let's say we were spoiled by out-on-the-town Maryland seafood restaurants.

Gerry Evans, Western VP, announced the NASG awards. The Perles Award for an S article in a non-S publication went to Brooks Stover for his RMC article on his BC&G layout. The Charley Sandersfeld Award (manufacturer of the year) was awarded to Bill and Diane Wade of BTS. The Bernie Thomas Memorial Award was given to our hard-working membership coordinator, Stan Furmanak.

Other awards given out after the banquet included the Josh Seltzer Website Award to an ebullient Bill Lane, and the Popular vote (Sudimak) award to Sam Blum. Michael Greene followed with a Powerpoint presentation on the 2008 convention to be held in historic Lowell, Mass. It will be the 60th anniversary of the oldest U.S. S club - The Bristol S Gaugers.

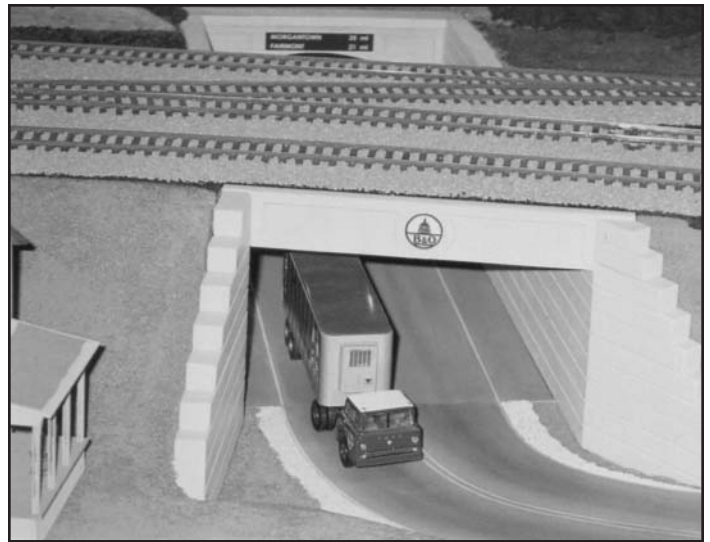
Jamie Bothwell was again at his best entertaining the bidders at the auction. The bidders were extremely lively - maybe boosted by some National Bohemian Beer passed out by Jamie himself.

Pluses:

- Well organized
- The busses
- The hotel shuttle to the Inner Harbor
- All the tours
- friendly and tireless hosts (BAAFC)
- Complimentary breakfasts
- Good choice of convention cars
- Five operating layouts at the hotel

Minuses:

- Lack of good restaurants within walking distance.
- Sorry guys, but the banquet food was just barely so,so.
- The air conditioning failure on the 5th floor
- Having to use elevators to get to the trade area and main layout areas.



Underpass on Dan Vandermause's layout.

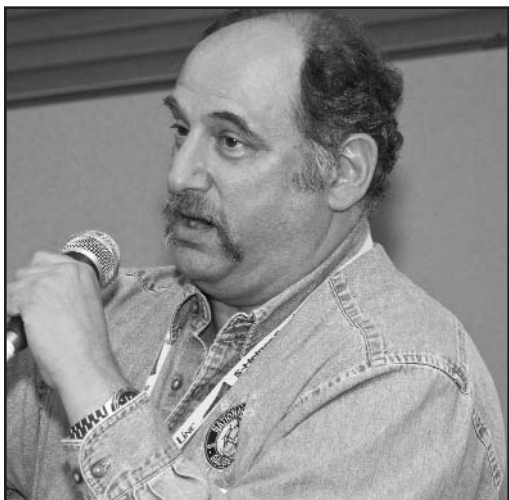


Youngsters enjoy one of the ACSG layouts at the convention.
Photo Mike Shea



Mt. Royal appearing station on the modular Potomac Valley S Gaugers' layout.
Photo by Mike Shea

CONVENTION AWARDS



Convention Chair Dave Blum mc'd the banquet.



Gill Lott, contest chairman, announces winning models.



Western VP Gerry Evans announces the NASG awards.



Alan Evans awards a grinning Bill Lane the Josh Seltzer Memorial Award for the best S website.



The "Dynamic Duo" of the Baltimore convention were Dave Blum (left) and Monte Heppe.

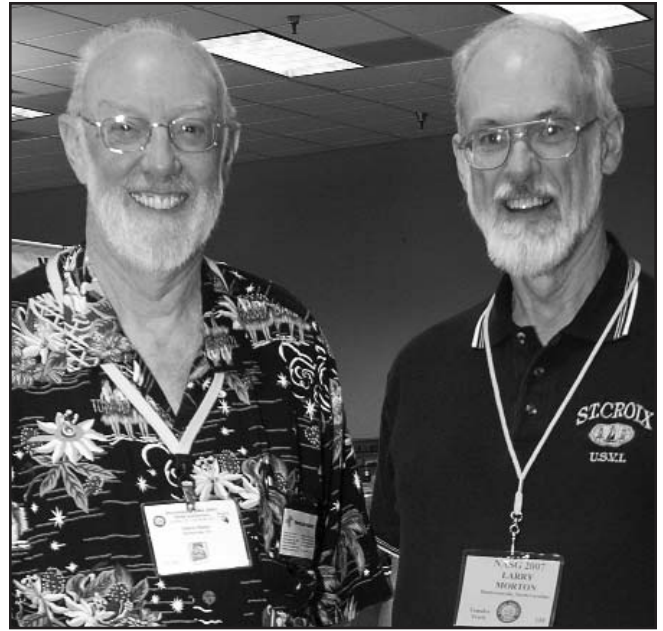
Photos except bottom left by Bob Werre

CONVENTION FACES



Andy Malette in a familiar modeling pose in the trade room.

Bob Werre photo



Just twins, no not really. One is Glenn Ritter and one is Larry Morton. Guess which? *Bob Werre*



Jerry and Betsy Holmes sit in the cab of an Allegheny at the B&O Museum.

Jeff Madden



NASG members (LtoR) Tom Robinson, Bob Lacheen, and Mike Shea enjoy a streetcar ride at the Baltimore Streetcar Museum.

Photo Jeff Madden

S scalers and spouses are on their way to a seafood dinner - ahh those Maryland crabcakes, at Phillips in the Inner Harbor. Left to right are Lee Johnson, Bill Winans, Bill Fraley, Janet Evans, Sandy Winans, Gerry Evans, Wally Collins and Dick Karnes. Not in the picture is the photographer, me. This was just prior to some of us getting lost in the "Blue Light" district.

Photo by Jeff Madden





Mountaineer Precision Products, NJ International, Railroad in a Box and Tomar Industries

I would like to thank the following people, who manned the booth or helped during the show; Ron Bashista, Zack Bashista, Joe Calamia, Alan Evans, Terry and Marcia Harrison, Will Holt, Matt Gaudynski, Joel Lebovitz, Charles Malinowski, Sam McCoy, Bill McClung, Jim McQueen, Dan Navarre, John Prior, Ron Sebastian, Brooks Stover, and the SMSG members who help set up and operate their modular layout.

NASG Promotions 2007 National Train Show Report

By Don Thompson coordinator
Photo above by John Prior

This year S gauge was well represented at the NMRA National Train Show, held in Detroit, MI, 27 - 29 Jul. The NASG had reserved two booths, but on the day, we gathered a bit more real estate! S Gauge manufacturers had been contacted for display models and literature and the literature enabled us to make up a package to give to those who showed a real interest in learning about our scale. With two recent magazines (*S Gaugian & the Dispatch*) and a selection of catalogs to read, after seeing the models in the 'flesh', hopefully they will join us on that voyage of 'S'erenity!

Participating manufacturers with models of their wares included American Models, Cryer Gray, Pennsy Models, River Raisin, S Gaugian, S Helper Service, S Scale America, Scenery Unlimited, Tom's Track & Turnouts, Tomalco and Willow Associates. Set up in the booth was the SHS 5' X 9' display layout, operating a variety of currently available S gauge equipment, with an emphasis on local roads. See photo above. Many stopped,

looked and admired the layout, and being set at a young child's eye level, there were many smiles and attempts to count the cars going around. Along with the usual tables, a 6' glass case displayed S scale brass from River Raisin, Cryer Grey, Pennsy Models and Southwind. On a wall created at the back of the booth, were the various makes of track now offered for S scale layouts. To better display the built up structures and kits (and maximize table space), shelving was used. Whilst on the tables, tiered displays helped ensure one item of all currently available S scale motive power, freight and passenger cars or cabooses were displayed. Indeed so much space was needed, that I understand that arrangements were made to ensure we officially had 3 booths next year at Anaheim, CA.

Also at the show were The Southeast Michigan S Gaugers, were operating their S scale modular layout across the hall from our booths. Also, looking well and serene was Ron Sebastian with S Scale America and a booth displaying many decorated samples of items expected from this fall, as well as test shots of future projects. Other manufacturers displaying or selling S were Custom Trax, Branchline Trains, Bar Mills,

**SPECIAL REPORT TO:
NASG
From Earl Carlsen, Module
Coordinator Southeastern
Michigan S Gaugers**

The SMSG recently set up and displayed their S scale modular layout at the National Train Show. The show ran continuously for three days, Fri July 27th thru Sun July 29th. This show and our layout gave S scale an excellent opportunity to display to the public that S is alive and doing quite well in today's model train world.

Our layout that was on display was 14 feet wide by 36 feet long and consisted of two separate loops, the outer loop running DC equipment and the inner loop running DC or DCC equipment. The layout had integrated within it the NASG 12 foot switching module. This was a first for the NASG module as far as we know. The switching module was provided and operated by Alan Evans, from the NASG Special Projects Committee. The NASG module was scened and showed very well as integrated into the main layout. The rolling stock and power units used on the layout were a combination of equipment from the SMSG club owned, the NASG, Alan Evans' privately owned stock, SMSG members' private stock and loans from the major S scale suppliers at the show. The DCC equipment

used was provided by Alan Evans and the NASG. There were several newer modules used and some of the modules used within the layout were over 30 years old, but with a little effort and touch up work they all looked pretty good when assembled together. The layout was scened by club volunteers at special work sessions during the past four months. There were many good looking scale buildings and vehicles, most of which were donated to the layout by individual club members.

We had a great crew of volunteers, and enough of them to insure

A) The layout was set up properly and could be operated flawlessly.

B) The layout remained manned at all times and running the entire three days of the show while other workers were available to answer all the public's questions.

C) All volunteers had time to tour the show floor (and spend some money).

D) The layout could be dismantled, removed from the hall and all the workers get home at a decent hour.

To add to the gauge's visibility, several club members (including the BC&G of Brooks Stover) had their displays on some of the convention layout tours. And lastly, we had the pleasure to add two new members to the fold.

There was a major amount of time, coordination, effort and work for everyone that was involved in preparing and displaying our modular layout at the show, but as S scale train enthusiasts, all the effort was a work of love and we all feel better for being able to participate in the show. If any S club is given the opportunity to be a part of the NTS we can only suggest you give it a try – you just might like it.



Top photo shows NASG booth at the NTS (NMRA) in Detroit this summer. Bottom two photos are Scenes on the Southeastern Michigan S Gaugers' modular layout that was also displayed there.

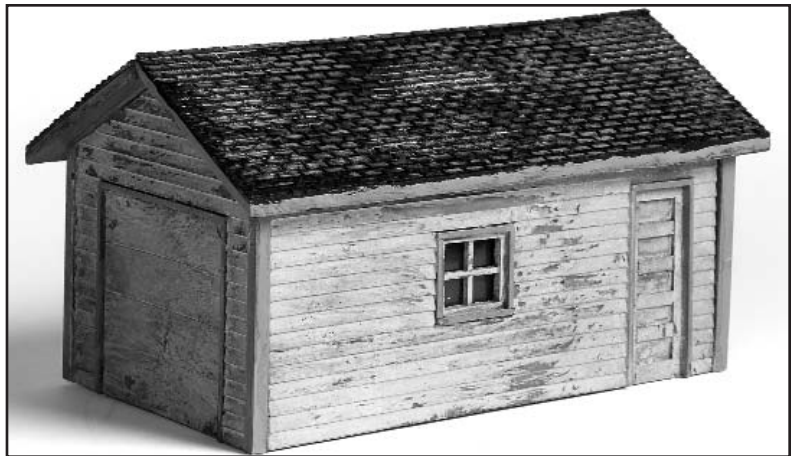
Photos by Ken Garber and Tom Hawley

NASG 2007 CONTEST MODELS

1st place AF Imagination by Ed Tooley



Contest entry - garage by
Alan Blietk



L&N transfer caboose, 1st place amateur
freight and MofW by Pete Silcox



1st place craftsman freight by Stan
Furmanak

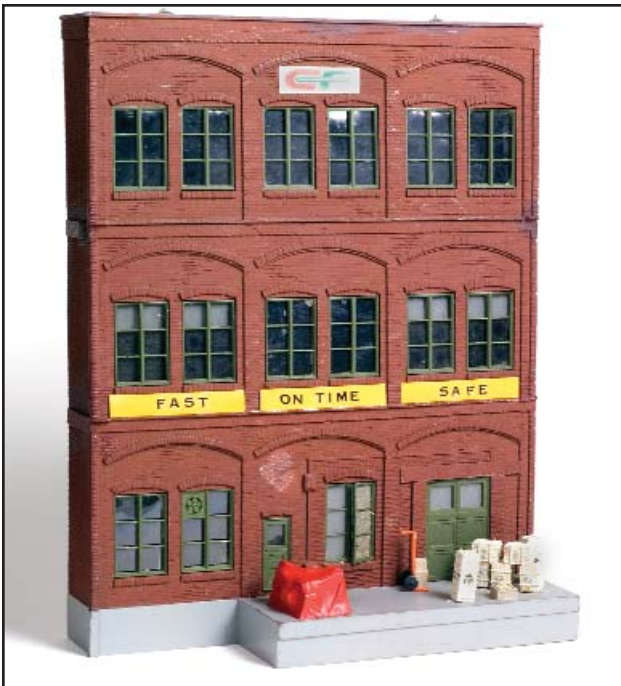


Contest entry - AM WM 4-8-4 - the tender is
the entry by Ed Tooley.





Above - 1st place amateur diesel by William Flatt. Right - Gregg Station 1st place craftsman structures by Alan Bliet. Below - Background freight house, 3rd place craftsman by Jerry Brewer.

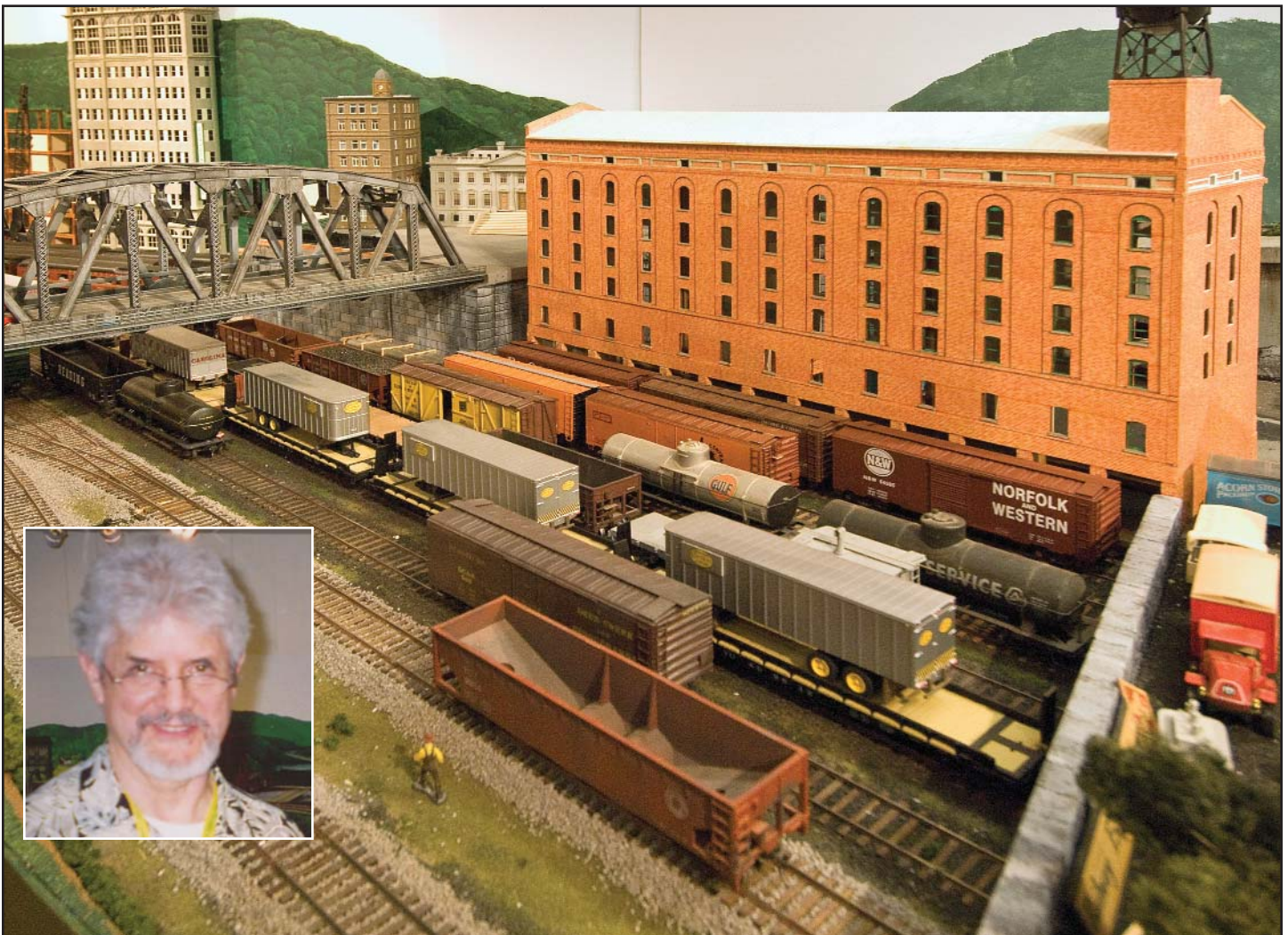


Right - Steve Station, 2nd place Craftsman structure by Alan Bliet. Below - 1st place Amateur Hi-rail for GP-38s by Andrew Atwater.





S-PIKES AT THE 2007 NASG CONVENTION. Top David Avedesians, bottom Sam Powell's.
Photos Bob Werre





Bar Mills Sn2 layout of Art Fahie that debuted at the National Narrow Gauge Convention in Maine
Photos by Dave Heine



THE NASG AMERICAN FLYER CAR PROJECT, Part II

By Doug Peck



In the last issue, we covered the beginnings of the NASG AF Car project, starting with the 1981 Syracuse Convention car, and then the resumption of that project in 1988 and 1989. This issue, we'll continue the series, beginning with 1990.

1990 Pennzoil tanker: With the success of the 1989 MKT tank car, we opted to come back in 1990 with another tanker. I can't recall what inspired us to choose the car, but I know that I was particularly "smitten" with the Pennzoil triple-dome tank car paint scheme. This was a silver car on a black plastic frame. The PENNZOIL Co. logo appeared on the left side of center in red, yellow, and black. To the right of center was printed "OIL CITY, PA." ; P.A.X. 390", and the car data. Centered underneath the ladder: "1990 NASG Commemorative Car". Handrails were silver, with black ladders. Each end of the car featured a marker board, with a brakewheel on one end. New this year were the diecast trucks; in 1990, Lionel scrapped the original Gilbert AF trucks and tooled new trucks with somewhat more detail. Naturally, many diehard Gilbert AF collectors were taken aback by these new trucks, which continue to be criticized to this day!

The 1990 Pennzoil tank car carried the number "PAX 390", the "3" representing the third car produced exclusively for NASG, and "90" representing the year of production—1990.

This was the start of the practice of numbering most of the NASG AF cars in this manner. Production was increased in 1990, as we ordered 900 tank cars, which sold for \$29.95 each. Once again, the car proved very popular and sold

out quickly. Today, the Pennzoil car usually sells in the \$200 range, MIB.

1991 - 2 cars - NYMX reefer and Boraxo covered hopper: 1991 marked a departure from the previous norm. This year, we opted to release two AF cars instead of one. The first, "NYMX 491" was a NYC Mechanical Refrigerator car with plug doors. The car featured yellow sides with a dark blue stripe across the middle, and silver roof and ends. Car data appeared in the lower left, as well as "1991 NASG COMMEMORATIVE CAR". Additional car data appeared in the lower right. The NYC logo was printed in the upper right, above the blue band. In the blue band, in white print, was N Y M X MECHANICAL 491 REFRIGERATOR

The second release for 1991 was a Boraxo covered hopper, numbered "GACX 591". Painted dark gray, the large BORAXO red and white lettering and the red, white, & black image of the familiar Boraxo can were very eye-catching. Car data appeared in the lower left, and "1991 NASG COMMEMORATIVE CAR" was printed in the lower right. The new "Flyonel" diecast freight trucks were used on both of these cars again, of course. It is worth noting that the "NASG" lettering on the entire series of cars had become a requirement of Lionel. Over the years, we attempted to either delete the NASG reference, or at least make it as small as possible, but Lionel continued to require that it be present with a minimum required font size.

The 1991 NYC reefer sold for \$37.00, and the Boraxo hopper sold for \$33.00 - 800 of each car were produced. These cars did not sell out before delivery, but they did not last long afterward, particularly the hopper.

1992 - 2 cars - NKP piggyback flatcar and CB&Q boxcar. In

1992, we continued the decision to release two cars. Our first car for 1992 was an "experiment". We chose to produce a Nickel Plate Road flatcar with piggyback trailer. However, the only trailer load available through Lionel was oversized and top-heavy on a standard AF plastic flatcar! ERTL, however, agreed to do a custom-run of NKP 1:64-scale tractor-trailers for us, after we determined that an ERTL trailer could be mounted on the AF flatcar using Lionel's standard fifth-wheel mount and wheel chock. However, the fly-in-the-ointment was that Lionel would not deal directly with ERTL to obtain the loads, nor would they agree to include them with the flatcars when they were assembled and delivered to us. Thus, we had to purchase the loads directly from ERTL, purchase the flatcars direct from Lionel, and then combine them ourselves for shipment to our members.

The black flatcars are lettered in white, "NKP 20602" and "Nickel Plate Road" in old-style script. Car data and "BLT 1-92" also appeared on both sides of the car. The 7-1/2" long trailer represented an approximately 40' S-scale trailer. Made of dark blue plastic with opening rear doors, it was lettered NICKEL PLATE ROAD, HIGH SPEED FREIGHT SERVICE in white, along both sides. It was accompanied by a 10-wheel dark blue International Navistar tractor with chrome trim, also lettered "Nickel Plate Road" on the cab doors. Unfortunately, this was not the tractor we had requested.....it is more modern than we intended. But, once delivered, we opted not to return them for replacement, as it would have greatly delayed final delivery to members.

The production quantity on the NKP flatcar was 977, although 1250 ERTL loads were purchased, and the loads were made available for separate sale as well. The NKP flatcar with tractor-trailer sold for \$40.

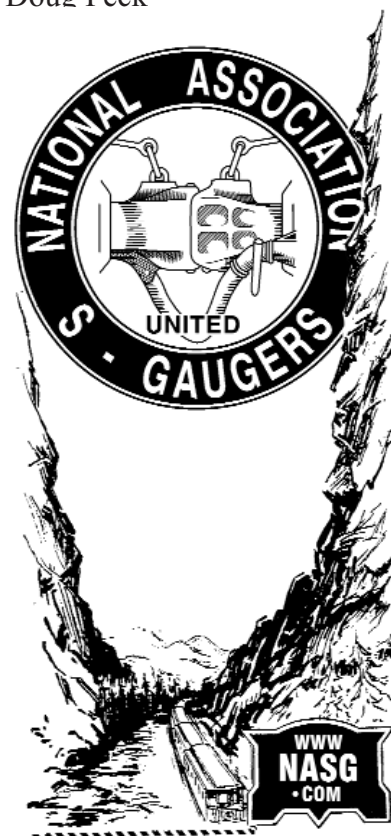
Note that this NASG car featured two exceptions to the "rule". The car number was 20602, based, I believe, on a prototype car. In addition, for some unknown reason, Lionel did not print the NASG identification on this car!

The second car for 1992 was a CB&Q boxcar in bright red with white print and the black & white "Burlington Route" rectangular logo. Car number "792" and "BLT 1-92" appeared on the left, while "EVERYWHERE WEST" was printed on the right. Car data appeared on left and right. As with the NKP flatcar, no NASG identification appeared on this boxcar. 980 CB&Q boxcars were produced, which sold for \$30.00 each. Both 1992 cars sold out within a year after production.

The 1991 and 1992 cars seldom seem to appear for resale on the EBAY market, despite the higher production numbers. However, when they do, they are usually in the \$75 - \$90 range, MIB.

Next time, we'll take a look at the six cars produced in 1993, 1994, and 1995.

- Doug Peck



Third Annual Yahoo S Scale List Seminar Baltimore, Maryland July 11, 2007

By Bill Fraley

Our meeting went well, starting at 9:00 PM Wednesday evening in the Fells Point # 1 room of Baltimore's Best Western Hotel & Conference Center. I would estimate that we had at least 50 - 55 members in attendance.

The meeting started in familiar fashion, which is with everyone in attendance having a chance to introduce themselves. I know that some frowned upon this procedure, but when I asked for a survey, most thought it still was a good way to start the meeting, and it was.

After the individual introductions, I made a statement to all, that I didn't want other S scale manufacturers' to feel slighted, as they are all most important to us, and in following years, we will invite new guest speakers as has been our practice.

To date we have had the following guest speakers at our seminars; 2005; Ed Loizeaux, Don Heimburger and Stan Furmanak's Power Point presentation on "Railroad Speeders." 2006; Wally Collins, Dick Karnes, Lee Johnson. This year, S Helper Service's, Don Thompson and Mike Ferraro. I gave a brief presentation on Brooks Stover's new Buffalo Creek and Gauley DVD, finishing with Ken Zieska giving an excellent Power Point presentation on the Minnesota Heartland model railroad clubs workmanship and its members...

First up was S Helper Service: Don Thompson took the floor and spoke on S Helper Service, how it came into being, and then what possibly will be future projects.

Questions rose about Don and



Don Thompson of SHS

Robin's son Ben. Don gave a complete resume on Ben from the time of his wounding to the present, including the reason that Robin was unable to attend this conference because she was helping Ben. Suffice it to say that Ben has completely recovered from his most serious wound and is ready to go back into action, if needed.

Don stated that the SHS 2-8-0 Consolidation turned into a very large project, but is now operational, very successful. **Note:** Later in the showroom, Don was running a Consolidation triple header, with a dozen or more cars and following up with a fourth Consolidation as a pusher. Many observers were in awe! Then Don asked; do you know why I am doing this? No answers to his question, and he then said, "Because I can!" Don also talked about other future projects, such as a Baltimore & Ohio 4-6-0. (It will use a number of parts from the Consolidation.) In addition, an old style covered Hopper from the USRA Hoppers and a new Bay Window caboose. The E7 production is far down the list of things to do.

Don was asked about "Data Only" cars, which he said were not commercially viable because of the way different roads handled data. Don said that to stay financially

solvent in this business the manufacturer must come out with a constant supply on new models, not always an easy thing to do, especially in S Gauge, but we are still as active as HO gauge in many ways.

Don answered many questions from the attendees sorry to say, I was too busy with the meeting to take notes.

Second up, Myself (Bill Fraley):

I gave a brief presentation on Brooks Stover's new Buffalo Creek and Gauley DVD. (By the time, you read this column; most of you will have it.) Brooks did the DVD on a camcorder he had given to his son several years ago.



Bill Fraley

Brooks himself was surprised at the quality of the video. It runs 25 minutes, and costs only \$20.00, plus \$4.00 S&H. I have not seen one bad review on this DVD on our S list, only good praises.

Closing out our meeting, Ken Zieska gave a Power Point presentation on all his activities with the Minnesota Heartland Model Railroad club. Ken gave an excellent review on the members of his club and the clubs' activities., which you can follow through on a weekly basis on our Yahoo S Scale list. You can also check out Ken's Pines and Prairies website for more information about this very active S Scale group at www.trainweb.org/mhrr/mhrrwest/mhrrwest.html



Ken Zieska



The third annual Yahoo Group clinic put on by Bill Fraley has been a solid attendance success as evidenced by the above photo. This year's guest speakers were Don Thompson, Bill Fraley and Ken Zieska.

The Minnesota Heartland Model Railroad club may also be hosting our 2010 NASG National Convention. I believe they will be tying in the 2010 convention with a 50th Anniversary theme. There are more 2010 convention surprises coming from this group, but I will let them tell you about it in time.

Well, watch the "S Scale List" for follow-ups on our 2007 Baltimore Seminar; we closed out the meeting with everyone enjoying a good old fashioned Hershey Milk Chocolate bar. Now, what could be more satisfying than that! (Each guest speaker also received a bag of Hershey's new Dark Chocolate Kisses).

A special Thank You to Jamie Bothwell and Bill Winans for their assistance on the minutes of this meeting.

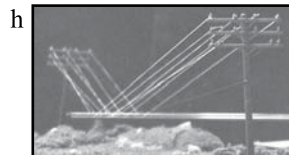
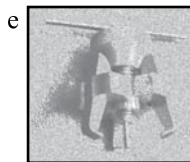
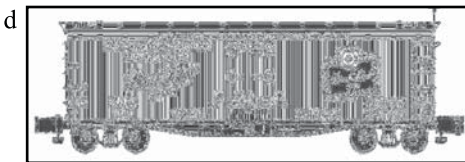
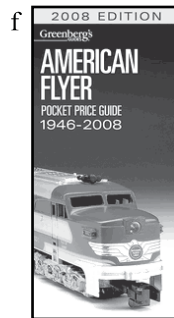
See you next year at our 2008 NASG National Convention in Lowell, Massachusetts.

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The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

National Narrow Gauge Convention 2007

This year's National Narrow Gauge Convention was held August 29 through September 1, 2006 in Portland, Maine with a total of 1580 registrants. While this is a large convention, it still has the feel of a family reunion; sort of the feel of the NASG convention, but on a larger scale. From what I have heard, this convention had more registered than the NMRA National in Detroit this year. Please note that there is no organization associated with the convention; this is just an annual convention of "narrow-minded" model railroaders.

The convention followed the typical format with setup on Tuesday and Wednesday. Clinics, the contest room, modular layout operation, and the vendor show are in progress Wednesday in the evening, Thursday and Friday in the morning and evening, and Saturday morning. Saturday evening was the "business" meeting with awards, selection of the 2012 convention site, and a hilarious convention "roast" by Charlie Getz. Afternoons are free for visiting layouts, railway museums, etc.

Everything was at the Holiday Inn, with the exception that most of the modular layouts were at the Eastland, which was a short walk

away. The downsides were finding a parking space and that most of the modular layouts were in another hotel under rather dim lighting.

There are four operating 2' gauge railroads in Maine, all which ran steam trains during the convention, and Carla and I got to see and ride all four of them. Being located in Maine, there was a general two-foot gauge "theme" for much of the convention. The Maine Narrow Gauge Railroad Co. & Museum in Portland, which runs on a former standard gauge right-of-way, was a long walk or short drive from the convention hotel. They have most of the former Edaville 2' collection. The Sandy River & Rangeley Lakes Railroad in Phillips, Maine is on a restored right-of way and was about a two hour drive from the convention hotel. The Wiscasset, Waterville, and Farmington railroad operates on restored right-of-way outside of Wiscasset and was about an hour's drive from the convention. The Boothbay Railway Village also has a two-foot gauge railroad and has some Maine cars, but uses steam engines originally built by Henschel in Germany. It was just a little further than the W. W. & F. from the convention hotel in the same direction.

Carla and I decided to leave early for the convention and did some sightseeing in Maine for a few days before we started with the

railroad related activities. The first was a pre-convention bus tour on Monday of the SR&RL guided by Maine 2-Foot Quarterly publisher and Maine 2-foot historian - author - modeler Gary Kohler. This was Maine's largest two-foot gauge railroad, but it ceased operation in 1934 so in some cases we were looking for foundations in the weeds 70+ years later. This was a neat tour with some real 2-foot "nuts", some which had the foresight to bring some of the books on the railroad along so we could see what was there when the railroad existed. We met and ended at a parking lot in Farmington, which was the former location of the of the interchange yard between the SR&RL and the "broad gauge" Maine Central. The SR&RL railroad at Phillips had a special treat for us. We were scheduled to ride the train but in addition, they also had a photo run-by of a freight train for us. How often can you see a steam locomotive with restored wooden freight cars all running on 2-foot gauge track? The only problem is we spent so much time at Phillips that we had to modify our itinerary, including being late for lunch.

On Tuesday we had scheduled a visit to Art Fahie and his Bar Mills Scale Models Works. Besides his model kit business, which is located in a full size replica of the Strong, Maine railroad depot, we could also view his recently completed Sn2 layout (in the "station") and his N scale layout in his house. The Sn2 layout has a great waterfront scene and was featured in the September 2007 issue of *Railroad Model Craftsman*. It also has a superb background sound system. His N scale layout was the most

detailed N scale layout I have seen. Well known modeler Mike Tylick was also giving a clinic in the waiting area under a tent. This was well worth the drive.

There were only two S scale layouts of any sort at the convention, Art Fahie's above mentioned Sn2 layout and a Sn2 modular layout in the Eastland. Both of these layouts were good introductions to Sn2 to the convention attendees. There were no Sn3 modular layouts at this convention. George Sellios also had his Franklin and South Manchester HO layout open on Friday and Saturday to convention attendees. This layout was mentioned as being on one of the 2008 NASG convention layout tours and is highly recommended. For those of you who saw it last at the Worcester NASG convention in 1998, it has been added to and modified significantly since that time.

There were over 200 entrees in the model and photography contests. Voting is by popular choice among the convention registrants and this year picking my favorites was extremely difficult due to the very high level of modeling present. Several S scale models won awards.

There were on the order of 48 clinics on various modeling and prototype topics. Some that were expected to be more popular were given twice. Also some of the more popular clinicians were set up in a double size clinic room. As usual, some of the clinics were standing room only, including some of those with double size rooms. I managed to attend a few of them this year.

They also had a "ladies" tour to Kennebunkport on Thursday and a "Lobster Bake" on Friday. We attended the sold out lobster bake, which was on an island so it required four bus loads to the ferry dock from the hotel and a boat ride to the island. A good time was had by all and some people had their first experience eating a whole lobster.

NEW PRODUCTS: The vendors were located in two large rooms. A brief summary of the new S scale items I noticed is below.

Banta Modelworks – Pro Patria mill. Bill had the S scale pilot model diorama on display in addition to the kits, which are now available. This model is huge and in S scale requires a space 36" wide, 24" deep and 19" tall. If you are interested, contact him soon because he only is making a few of these kits.

Bar Mills – S scale versions of Mooney's Plumbing and Shipyard Brewing Company were new for the convention.

B.T.S – Sn3 McCabe engine house; speeders in Sn3, Sn2, and Sn42.

Cimarron Works – Resin kits for 9000 series D&RGW gondolas.

Crystal River Products – I didn't realize it, but they have 15 S scale structure kits.

Grizzly Mountain Engineering – S scale wagons, Sn2 Gilpin Tram excursion car. They were also taking orders for a run of resin/laser-cut wood WW&F combine and coach. They also took over the former Star line, so contact them if you want any of the resin Sn3 passenger car kits.

P-B-L – The pilot models for the

C&S 2-8-0's 74, 75, 76 and RGS 74 were on display. They had their new coined nickel-plated brass Sn3 wheel sets, with the raised lettering, or at a reduced price, without the lettering. They will also be offering D&RGW 3000 series boxcars in ready-to-run format, and are planning to follow that with other car offerings.

Precision Vintage Classics – N-C-O high side gondola kit (something different).

Rags To Riches – As a special for the Maine convention they came out with three structure kits from 2' gauge railroads - Randolph Station, early and later versions of the Sanders covered water tank.

RailMaster Hobbies – RailMaster Hobbies is completely taking over the former Railmaster Exports line of S/Sn3 locomotive kits, vehicles and figures.

Train and Trooper – Second run Sn2 Forneys and other Sn2 items on display.

Turner Model Works – Since taking over the FinestKind Models line, Pat has been busy upgrading the kits to make them easier to build. He also recently added a laser-cut chicken coop. Another new addition is a detail kit for Banta's Pro Patria Mill kit, that could also be used with their own Burnside Mill.

Wild West Scale Model Builders – Besides their shingles, several of their structure models are now available in S scale.

Wiseman Model Services – They have acquired and currently have available the former Triangle Scale Model rolling stock, trucks, and detail parts. They have also acquired the former V&T Shops kits and are starting to make them available again.

In addition to the above, the major DCC manufacturers had tables, along with scenery, etc. manufacturers and vendors. All total there were over 100 different manufacturers, vendors, and historical societies with one or more tables.

Something new, at least to me, I noticed this year was that there were some attendees who were standard gauge modelers but came to the convention to attend the clinics on modeling and see the models in the contest room and layouts. Of course, there were non rolling stock items in all popular scales in the vendor rooms that could be used by any model railroader. So even if you are not “narrow-minded”, consider attending the convention if you get a chance.

Next year’s convention will be September 10-13, 2008 in Portland, Oregon. I hope to see you there. - Dave Heine
(See color photos page 21)

Photos by Dave Heine



Maine Narrow Gauge Museum 2-foot gauge in Portland, Maine.



Restored Wiscasset, Waterville & Farmington Maine 2-footer was a fan trip. Below Scene on Bar Mills Sn2 layout of Art Fahie



THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)**. Al Coughlin hosted the April meeting of the club and members attending got to see recent additions to the host layout. Frank Emiro was scheduled to host the club meeting in May at the Sandown Train Depot. The club is actively planning for the 2008 **NASG** Convention and a site has been booked with recent considerations made on the convention car. All tours are planned and costs for attendees will be determined when contracts are signed with the bus companies. The club members held their annual BBQ at the home of Ed and Bobbi Stead in June. Doug Peck editor of the club newsletter, the *Bristoliner* has recently edited his last issue, with Al Coughlin soon to be taking over as the new editor. Tom Robichaud is President; Helen Lenart, V.P.; Chet Brown, Treasurer; and Dick Connors, Secretary of the club. Tom Robichaud wrote a President's column in the recent newsletter issue explaining that he has cut back this year on his gardening with only 115 tomato plants. With all the rainy weather this year the weeds are growing up with the tomato plants, making it hard to see the tomato plants. Tom purchased a powered tomato press to make the work of caning the tomatoes and sauce easier. The **BSG** members that attended the **NASG** convention in Baltimore, MD. brought a presentation on next year's convention to be run by the club.

The *Canadian S Scale Quarterly* is the voice of **S Canada**, a dedicated group of Canadian modelers in S scale. Issues of the newsletter are edited by various member volunteers and Alex Binkley, in Ottawa, Canada receives the information from members that is intended for publication in the newsletter. The S Scale Workshop completed its second display season

with new modules (David Clubine), expanded module (Pete Moffett) and an increasing level of detail from the rest of the group. The August issue of *the Quarterly* was put together by Helen Hicks, as there was no member of the group to perform the task. The issue is superb and includes much information about the activities of the club. The Club set up and displayed their modular layout at the recent train show in Copetown, and Will Flatt brought and operated his model of a Baldwin Westinghouse electric freight motor. It was built from a Red Ball etched brass kit with added details, painted in the colors of the Niagara, St. Catherines and Toronto street railway. Jamie Bothwell drove from his home near Bethlehem, PA. to the train show in Copetown., Canada.

The **Connecticut S Gaugers (CSG)** are planning to set up and operate their modular layout at the Cheshire High School Ram Band sponsored train show on Nov. 18, 2007. The set up will be coordinated by Steve Kutash, V.P. of the club in charge of the module displays with the help of other members who bring modules to the show. The show layout will include S train tracks operated with AC, DC and DCC power supplies. Operation with DCC was recently instituted on their modular layout. This show is held in the Cheshire High School. It is sponsored by the Ram Band. Band parents prepare and serve food at the show. The high school band members provide personal food service to the table renters so the display dealers do not have to leave their tables to purchase food. Free donuts and coffee are provided to the dealers prior to the opening of the show at 10:00 A.M., which is an incentive for the dealers to arrive promptly and set up their tables before the show opens.

The band sponsors shows in the Spring and Fall, and this is the first that the **CSG** club set up a layout for public display under the direction of the club founder, Bill Krause.

The **CSG** met at the home of Bill Mark and family for their Sept. meeting. Those attending enjoyed operation on a large S layout with New York Central rolling stock as built by the hosts. Bill Mark and his son are excellent modelers and their layout and rolling stock are very well detailed. The October club meeting is scheduled to be held at the home of Art Ferguson, in Ivoryton, CT. Art is an accomplished modeler who has converted an HO scale layout to S scale. Long trains with sweeping curves are a joy to witness. **CSG** club member Bob Davis is scheduled to host the December meeting at his home in Old Lyme, CT. George Leidenger hosted the July club meeting at his home in Waterbury, CT. A potential new member Dick Kramer attended the meeting. Dick had a large S layout as a youth and he is planning to construct such a layout with his grandson. Bill Fuhrman is President, Steve Kutash, V.P.; Craig O'Connell Secretary/Editor; and your column editor is Treasurer of the club.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of John Robertson in Windsor Locks, CT. on Sept. 13. The **PVSG** is held a meeting with members and guests in June, at the Steaming Tender Restaurant in the Palmer, MA. historical railroad station. A similar meeting in the past had a good turnout and the members and friends enjoyed the event. A recent newsletter published by Dave Plourde included a comprehensive description of the **NASG** convention including an application for those wishing to attend. Dave coordinates the club activities and ably edits the club newsletter. Larry Covey is scheduled to host the club members for their meeting in October.

The **Western N.Y. S Scale Association (WNYSSA)** held

their August meeting at the home of Lew Cabello, in Youngstown, N.Y. and six members attended including the host. The club members are planning for their annual Christmas get-together, and selection of a venue is under discussion. Dave Blaufuss and Dave LaGraves brought this topic up at a recent club meeting. The club has held the event at the Old Red Mill Inn in the past, however, another location may be used this year. Paul Wachowicz, was scheduled to hold the Sept. meeting in Tonawanda, N.Y. The club is planning to set up their modules at the **TTOS Show**, to be held on Oct. 28, at Leonard Post, Cheektowaga, N.Y. The club is planning to set up an S gauge layout with the **RASG** at the **GSME Train Show** to be held on Nov. 11, at Batavia Downs, Batavia, N.Y. Gregg Mummert coordinates the club activities and edits the club newsletter. Payment was sent to the **NASG Dispatch** magazine to order a booster ad in the directory issue. The club has decided not to collect dues for the immediate future, and members have been asked to provide an e-mail address or a stack of self-addressed stamped envelopes to Gregg in order to receive the newsletter.

The Rochester Area S Gaugers Club (RASG) has a web site managed by member Bill Johnson, and it is used to display photos of recent events that the club has planned and attended. The club recently set up a layout at the **GSME Train Show**, held on April 15 at Batavia Downs. The club brought their two foot bridge modules, and several straight modules, which were used in conjunction with the corner modules and others brought by the **WNYSSA**. The overall layout was 11 ft. x 33 ft. The two clubs work together to present our favorite scale trains to area residents and are planning to set up a layout at the forthcoming **GSME** show on Nov. 11, at Batavia Downs.

The Waybill is the official newsletter publication of the

South Jersey S Gaugers (SJSJG). The club meets on a regular basis the first Friday of the month, in the Stratford, N.J. Senior Center. A recent issue of the newsletter edited by Mike McConnell includes an article describing the July 2007 **NASG** convention held in Baltimore, MD. Play Trains events held by the club are meets at a members home to operate a layout or visit a model RR event or place, without club business taking place. Club president Hank Worrell gave a description on the origins of S scale, at a recent meeting of the club. John Aaron is writing a feature article on the **SJSJG** Mall adventure. The club set up and operated their layout at the Tuckahoe Train Show, on July 28, in Tuckahoe, N.J. Club member John Aaron offered to organize a day of rail fanning in New Jersey from Pennsauken to Princeton for club members participation. The members responded enthusiastically and the event is planned for Oct. 13 from 1:00 P.M. to 9:30 P.M. John has promised that those participating will require little walking and most of the trips will be inside so weather considerations will not be a factor. ID will be required and cost will be nominal for those attending the event. The tour will leave the River Line Park & Ride Station at Route 73 and River Road in Pennsauken, NJ, at 2:30 P.M. Parking is free at this station, and there are plenty of train movements at the station thanks to Amtrak, New Jersey Transit and Septa. Greg Berndtson wrote an update on the construction of the **SJSJG** new layout that has been under construction for the past several years. The modules are being completed and the scenery is in place. Club member Ken Palmer was injured at one of the recent work sessions, but he is healing and attended another session to work on the layout. Gregg is storing the modules as they are finished at the work location. Officers of the club are: Hank Worrell, Pres.; Mike McConnell, V.P.; Steve Politowski, Secretary; Joe Balcer, Treasurer; and Jim

Oliver, Ass't. Treasurer. Mike McConnell edits the club newsletter.

The SJSJG is planning for their December meeting that will include a potluck dinner/auction for the members where those attending can bring a main dish or desert, and the club will provide plates, napkins, drinks and condiments. The evening will include an auction of items brought in by the members that can be sold, with the understanding that 60% of the sale price goes to the club member, and the 40% balance goes to the club's modular layout fund. It is an opportunity for the members to sell partially completed models and rolling stock that they might not want. Club members honored Joe Mogil, a member that passed away in late August, and was remembered at a recent club meeting. Joe was active in the club until recent years when he experienced a long illness. A recent issue of the club's newsletter included a map of south Jersey with locations of points of interest to the members including hobby shops and other places that are operated by members or friends of the club.

The Neshaminy Valley AF Club (NVAFC) recently held their 205th meeting at a restaurant called the Saloon. The restaurant is a very modern place with great food and the club members attending had a good time. Mike Ramsey coordinates the club activities, and ably writes the club newsletter, which is distributed via e-mail. Club member Curt Johnson is setting up a layout for the school where he is part of the staff. The July meeting was held at the YSA Barn, Langhorne, PA. at the school and members attending could bring trains to operate on the layout. Curt coordinated the meeting in July. The layout has a completed track plan with wiring, and the base layer of the scenery is mostly installed. American S Gauge track and turnouts are being used, and there are four main lines. Mark Roth has been investigating possi-

ble places for the club to hold a train show and set up their layout. One possible location for a train show that Mark discovered is the hall at the United Methodist Church in Fairless Hills, PA. Jackie and Mike Ramsey hosted the August club meeting, in King of Prussia, PA. Barbecue food was served for those attending. The 208th meeting of the club was held under the organization of Paul Fenn. Club members met at the factory that Paul has in Bensalem, PA. and car pooled to the Ronald McDonald House, in Philadelphia, PA. to view the Toy Trains in Motion (TTIM) at the Ronald McDonald House. Paul Fenn and others have been building the layout, and **NVAFC** club members were invited to see the layout. Club member Tom Keegan had a serious medical injury, he is recuperating and will be fine. Club members wished him well when he called while a club meeting was taking place. The club is deciding whether they wish to set up and operate a layout at the train show being planned for Dec. 16, 2007 at Bryner Chevrolet, Jenkintown, PA. The October meeting is planned to be held at the home of Joe Fisher.

The Call Board is the unofficial news letter of the **Potomac Valley S Gaugers (PVSG)**. The club members to set up their operating layout at the **NASG** convention held in Baltimore, MD. in July. Member Sam Powell had his layout on a tour from the convention. Richard Lind ably edits the club newsletter which features news and articles of interest to the club members.

The Pittsburgh S Gaugers (PSG) held a Coffee & Trains get together at Kings Restaurant, in Harmerville, PA, July 14. These meetings are well attended and are separate from the regular meetings of the club that are held in member's homes. Club member Tom Noll hosted the club's August meeting in North Hills. Club members attending operated their trains on the host's layout which has AF and

Lionel trains. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. Jon reported on the **NASG** convention held in July, in Baltimore, MD. The plan for the club's children's portable layout was discussed at the meeting. The plan is to have the layout done by the Nov. Greenberg Train Show in the area where the club members live. The layout will be hi-railonly, close to the floor, and have trains running continuously. Roger Schneider is coordinating the construction of the layout. The club met on Sept. 30 at the home of Bill Tusing's sister, near Tarentum, PA. The host has a scale layout under construction at the site of the meeting. The Sept. Coffee & Trains meeting was on Thursday Sept. 13, at the Harmerville Kings Restaurant. The club's modular layout has been moved to Dave Felmley's basement where it can be worked upon. The layout consists of two standard-design modules which form a switching layout which can operate scale standard and Sn3, hi-rail, and AF trains. A third module is planned and under construction. Member Paul Kovacik has a portable Sn3 layout under construction which will include four modules.

The Susquehanna S-Gaugers (SSG) met at the home of Earl and Gail Wagner, in Danville, PA. on May 6. Eighteen members attended the meeting. Earl had enlarged his L-shaped layout by about ten feet, and is in the process of adding scenery and buildings including a circus tent and rides. On the new addition there are two mountains and a track configuration that climbs each elevation, with a bridge in between. Three guests attended the meeting including Rudy Teane, Dave Maurer, and Robert Bomboy who came from Danville and explained about his work with a local elementary age group at a local church to build and maintain an O-gauge layout on the church property. Member Dave VanGilder brought and described a

RR crossing gate and flasher as made by Z-Stuff for Trains. The gates and flasher were on a display board and operated automatically when a train passed. Tom Vaughn described an operating session that is planned for the club meeting at his home in the Fall. The session would use the host's layout and DCC controlled trains. Jim Ingram used his camcorder to record each member in attendance describing their interests, and introducing themselves. The operating crossing gates were also recorded.

The Baltimore Area AF Club (BAAFC) sponsored the 2007 **NASG** convention held in Baltimore, MD, on July 10-14, 2007. Dave Blum and Monte Heppe lead the convention committee. The **BAAFC** operated their layout at the John Hopkins Hospital in Baltimore, MD, on July 28 and at the Great Train Expo, Train Show at the Timonium, MD, fairgrounds, on Aug. 4/5. The club had no scheduled meetings during the summer months. The layout at the Johns Hopkins Hospital was 18 ft. x 20 ft. and was well received by patients, staff, and guests. The layout at the Greenberg Toy & Train Show was 14 ft. x 20 ft. and operation went smoothly. Attendance at the show was good on Saturday, and lightly attended on Sunday. The club met at the home of Monte Heppe on Thursday, Sept. 6, in Pasadena, MD. Twenty seven members attended including the host, and Monte's AF layout was operated for the members. The layout design includes four operating loops on three different levels. There is an O gauge loop that is used to operate pre-war AF trains, and the balance is S gauge. The layout includes some 60 operating accessories, some custom made. Monte entered one custom accessory that he built in a **NASG** convention contest and won first place in his category. The club is celebrating its 15th anniversary being first formed in 1992. Bob Davison held the October club meeting at his home in Jarrettsville, MD. The club set up and operated

their modular layout at the October Fest, held in Frederick, MD. on Sept. 29 and 30, and was planning to set up a layout at the Great Scale and All American Hi-Rail Train Show to be held at the Timonium, MD fairgrounds on October 13 and 14. Ron Kolb ably edits the club newsletter, and coordinates the club activities.

The Crescent City S Gaugers (CCSG) met at the home of Larry Janeski, on August 25, and those attending enjoyed operation on the host layout. The layout includes two main lines, and three extensive switching areas, with New York City background scenery. The layout includes an elevated rail line that was used in scenes from a movie, the French Connection. Jay Mellon brought to the meeting plans for a switching layout that he is planning for apartment which will include 20 Tom's Turnouts. Allen Evans brought two pacific locos that were equipped with Kingbright LED headlights, as available from Mouser Electronics (part # 604-WP7114RWC/Z).

The Houston S Gaugers (HSG) set up a modular layout at four different train shows during the first half of the year. The train shows where the club displayed their layout included: San Jacinto Annual Train Show; Galveston Transportation Museum (two day weekend); Memorial City Mall's annual Father's Day Event (two day weekend); and at the Mainland Mall, Texas City (a Saturday). A long range goal of the club is to complete the transition of the outside main line and it's passenger yard, to all-DCC power, as the inside main line and associated freight yard are now operated. Don Hand reported on the club's activities.

The Atlantic Coast S Gaugers (Carolinas Div.) participated in the 20th anniversary Family Rail Days Festival on June 9, 2007 in Spencer, N.C. The North Carolina Transportation Museum is located

here at the old Southern Railway steam locomotive repair shop. The layout set up was on Friday, and the display operation on Saturday, with twelve members and friends helping set up and operate the layout. The layout set up was 18 ft. square, with the debut of the bridge module constructed by Bob Roof, the newest member of the club. Another module brought by Bob included a fire truck squirting water through the roof of a burning building. The museum at Spencer includes train rides with several operating diesel locos, numerous static displays of steam engines and other rolling stock, a round house with displays of old private coaches, mail cars, engines, and a U.S.Army hospital car under restoration. Club member Joe Haenn coordinates the club activities, and reported on the display at Spencer.

The Chicago Flyer is the official newsletter of the **Chicagoland Assoc. of S Gaugers, Inc. (CASG)** that meet on Friday evenings, on a monthly basis, at the St. Paul Lutheran School, Melrose Park, IL. Joel Webber serves as chairman of the new Membership Committee, which is responsible for greeting new members at meetings, and helping at the various shows in which the club participates. Club members held their annual summer family outing on Aug. 26, at the Hesston Steam Museum, Hesston, IN. The club has set up and operated their CHASM and CLANG (narrow gauge) layouts at the Southland Train Show, held on Sept. 22/23, at the H.L. Richards High School, Oak Lawn, IL and sponsored by the **NMRA**. Member Will Holt has moved to a new home and one of the club's layouts was set up there so repairs could be made on it. The layout, known as the CHASM layout, is over ten years old and is in the need of repairs. The latest word on the layout refurbishment is that it will be scaled down a bit to allow the layout to be displayed at the show in September. Will Holt is President of the **CASG**, Joel

Lebovitz, V.P.; Joe Taylor, Secretary; Bruce Lorence, treasurer; Joe Craig, Officer-at-large; and Bob Brown, Joel, and Phil Kosin serve as Trustees.

The Miami Valley S Gaugers (MVSG) met at the home of Denny and Margo White, at their new home. The club is planning for the 2008 Spring Spree to be hosted by the **MVSG** on May 2/3, 2008 at the Crossroads Expo Center, Poe Avenue, Dayton, OH. Plans for a Spree car are underway, and it will be made by S Helper Service. Denny White is the event chairman, and Bob Guckian is handling registration as the club secretary. Recent elections resulted in the following officers of the club: John Clifford, Pres.; Dennis White, Treasurer; Tony Garza, Corres. Secretary; and Rick Smith, Board Member.

The club recently welcomed a new member Lynn Trainor from Centerville, OH. The annual club picnic was held at the home of Dennis White, in Xenia, OH. on July 28. The club set up their layout at the two day train show, held at Carillon Park, Dayton, OH on June 23/24. No food was allowed in the building except water, but after the show closed on Saturday, hamburgers and hot dogs were available at discounted prices. Train rides at the Park were free for those attending the event. Anthony Garza gave a calendar on train related events at a recent meeting of the club. The club is planning to set up and operate a layout at the **NMRA** Train Show to be held on Nov. 3 and 4, 2007 at the Hara Arena. The club is planning to set up at the Eaton, OH Christmas Show on Dec. 8. Mike Mitter is coordinating the clinics to be given at the Spring Spree, with two lined up so far.

The Central Ohio S Gaugers (COSG) met at the home of Dennis and Brenda Lavender, in Newark, OH on Sept. 16. The meeting was held at the offices and shop of the Western Star Rail

Service, a business run by the host. There is a huge AF layout on the second floor of the meeting location. Several trains can be run at the same time with the blocking system with which the tracks are connected. The club officers got together during the summer months to plan art work on a Timken tank car, with Matt Gaudynski doing the computerized art work for the car. The trailer that the club stores their layout was broken into and several items taken. David Stilp is president of the club, and is coordinating a trip to the Fall S Fest, to be held this year on Nov.2-4, in St. Louis, MO. Alan Evans ably edits the club newsletters, distributed via e-mail. John Meyers, is V.P.; Tom Brinker, Treasurer; and there were elections at the Sept. meeting for certain other officers but results were not available at press time.

The Stateline S Gaugers (SLSG) has a newsletter ably edited by Vera Flood, and issues provide interesting facts about railroads and the club activities. **SLSG** club officers include: Dick Bird, President; George Sorensen, V.P.; Vera Flood, Secretary; Dave Pippett, Treasurer; and Dave Oberholtzer, John Gianos and David Wilma Board of Trustee members. The club is planning for the 2009 S-Fest which they are scheduled to host. A committee was formed which would have the responsibility of the event and have the club president Dick Bird as an ex-officio member. Doug Allen has agreed to be chairman of the event, and was included in the seven members who will form the committee to plan and organize the event. The **SLSG** had their annual picnic on Aug. 19, hosted by Jim Larson and his family with thirty one club members attending the event. The club welcomed new members Michael Krope, from Westchester, IL and Thomas Simmons from Galena, IL. Roger and Vera Flood held the Sept. meeting of the club at their home in Rockford, IL. on Sept. 16.

The Southeastern Michigan S Gaugers (SMSG) held their June meeting at the rented space in the basement of the Century 21 Realty office, in Highland, MI. The club has decided to continue renting the basement for another two months. The club also held it's Sept. meeting in the Century 21 basement. Alan Evans of the **COSG** was a guest at the June meeting and brought a switching layout for the members to enjoy. Ken Garber is president of the club. Sig Fleischmann, treasurer, gave the club's treasury report. The club has set up a standing committee headed by member Jerry Poniatowski called the AF Committee that will be staffed by several club member volunteers to provide support on AF trains to the club members and any outside requests for information. The club was invited to set up a layout at the convention of the North Central Region of the **NMRA**, to be held in September. The club has 46 members as reported at a meeting in the spring. Jerry Poniatowski hosted the annual club picnic in August. The club set up and operated a layout at the National Train Show in Cobo Hall, Detroit, MI on July 27-29. Earl Carlson was coordinator of the train layout display. Work sessions at the newly rented space in Highland are scheduled for Wednesday evenings, and Saturdays from 9:00 A.M.- 10:00 P.M. Club member Gordy Michael is the rolling stock coordinator for the club and he keeps track of the equipment that is operated at the various show displays that the club makes. Dave Held was scheduled to hold the October club meeting at his home in Imlay City, MI. Those attending could use the host's layout to operate trains that they might bring.

The Northern Ohio S Scalpers (NOSS) met in June at the Cuyahoga Valley and West Shore Model RR club where there are HO and N scale layouts. Club member Bill Cramer hosted the group. The host club has space in a Railroad

depot. The **NOSS** recently welcomed new member Gary Chudzinski, from Fremont, OH. Jack Sudimack coordinates the club activity, and John Henning ably edits and distributes the club newsletter issues. The club members met at the home of John and Pat Henning in Valley City, OH on Aug. 26. John gave a clinic on modeling the C & O Railroad in S scale at the July meeting of the July meeting of the C & O Historical Society. The big news from the club is the First Annual Inter-State S Scale Get Together held on Sept. 29, 2007 at the home of Sharron and Jack Sudimak, in Medina, OH. The club members that operate scale S gauge trains felt that there was a need to have a gathering and communication between the S scale modelers. The Penn Creek and Western S scale layout was available for operation in the late morning, after which those attending could visit two local model railroad layouts. At 4:30 P.M. the attendees returned to the Sudimak's residence for a cookout. A good time was had by all those attending. Member John Lanzer works with the local 4H children to build an HO scale module train project that sets up at the Medina County Fair in late July and early August. The layout has two main lines and a new upper level track was being installed this past summer.

The Badgerland S Gaugers (BSG) held elections at the end of last year, and Steve Lunde is the new president of the club. Dave Smukowski, the past president, is recovering from knee surgery, and reportedly doing well. A recent listing of club members included approx. 75 paid members. Art Doty and Trumann Garrett hosted the club members on Sept. 8 for their monthly meeting. Dick Kloes is scheduled to hold the Oct. club meeting at his home in Milwaukee, WI. Because of the various shows and activities of the club, there will be no general meeting in November. The club is actively

Continued on page 38

EXTRA BOARD

S IS EVERYWHERE

Remember the country song "I've Been Everywhere" by Hank Snow? You know - "I've been everywhere, across the desert stair man, ..." Well that's starting to happen to S. I ran into S folks in three different geographic locations this summer besides the NASG convention. Two were intentional and one was not. On the way to the convention I stopped in Elkins, West Virginia, to see the West Virginia Central (Durbin & Greenbrier Valley) tourist operation. Since we got delayed leaving Wisconsin, my wife and I arrived on a Sunday night, too late for a Sunday trip. But that evening we found out they were having a bridge dedication ceremony at the Elkins Depot (where trips will now originate instead of south of the river). We decided to check it out on Monday morning, and sure enough, there was a matched set of black Western Maryland Fs with a BL2 attached and some passenger cars backed up to the new staging tracks by the depot. I had a feeling Bill and Diane Wade would show up since they live there now, and as I figured, they did. They invited us to the free outdoor buffet and ceremony. We enjoyed all that and I got some nice shots of the train parked at the depot.

In August my wife and I traveled to North Carolina to help my elderly father move from one apartment to another in his retirement home. While there I met with Larry Morton of Tomalco to pick up some track for a friend. He met me in Hendersonville, NC, at a

model railroad club (HO) that is in the restored depot there. He and Lynn live in Hendersonville now - so does Terry Harrison.

The third sighting of an S gauger was unintentional and not too far from my Wisconsin home. I was taking slides of the gorgeous CP 4-6-4 Hudson 2816 in Sturtevant, Wisconsin, that was the destination for three fan trips out of Chicago, when I spotted a smallish, rather grizzled looking older gentleman watching the staged runby. He looked familiar to me, but not somebody from the local area out railfanning. Then it dawned on me - I asked him if he was Joe Swift of Canada? He said yes, and we chatted for a while. I didn't realize he was such a steam buff - but he is, especially of Canadian steam. -- So, how's that for finding S folks all over the place?

- Jeff

K-LINE TRUCKS FOR AF

Great News! Lionel listens to their AF customers, at least sometimes and with the prodding of the right people. Within the last 5 days, Lionel has decided to use the K-

Line S Gauge trucks on all of their future S gauge American Flyer freight cars. This is a major step forward in the production of better quality rolling stock.

- Joe Haenn

S IN NON-S PUBLICATIONS

- Sept. '07 *CTT*: Review of Lionel AF 4-8-4 "Gray Ghost". Collectible article on AF No. 766 animated station accessory.

- Recent issue of the PRR T&HS *Keystone*. Bill Lane explains that the late Howie Waelder is featured in the issue including cartoons by Vic Roseman. Ya gotta join the group though to get an issue unless you can talk Bill into ordering some extra issues for you.

- Nov. '07 *CTT*: Seven page article on how two friends built an AF layout by Roger Carp. Of note is that SHS track was used.

NEW NASG OFFICERS

Installed at the 2007 convention this summer were two new officers. Your Executive VP is now Dave Blum and the Eastern VP is now Monte Heppe. Michael Greene (Secretary), Walt Jopke (Central VP) and Gerry Evans (Western VP) were re-elected. DE



Your editor meets up with Bill and Diane Wade in Elkins, WV for a bridge dedication for the tourist line in that area. The Wades live there now.

DEPT. OF CORRECTIONS

The CNR 10-wheeler (this year's Best of Show) that was also featured in photos in the December 2006 *Dispatch* isn't going to be an MLW kit. Supposedly a basic kit of this engine will be offered by SSL&S. No definite date yet. This was sent in by Simon Parent.

Make note in your Membership Directory, page 69; River Raisin's correct email address is:

info@riverraisinmodels.com

Apologies to Dan Navarre.

CITRUS SHED KITS RERUN

I've been notified by Joe Warren that he's about to make a new run of the original citrus shed kits. If you missed out the first time around, here's the contact information for you. Showcase Miniatures, www.showcaseminatures.com - 951-845-9914.

- Gerry Evans

BC&G ON THE INTERNET

Some of you are aware I have been working on a web site for my favourite WV shortline. I have been able to acquire the domain name I was hoping for so now www.buffalocreekandgauley.com is up and running. Take a look and see what you think. As you can see from the home page, I'm focusing on information of interest to the modeler with the hope of encouraging others to model the BC&G.

- Brooks Stover

CLEARANCES

The author, Roger P. Hensley, writes about the NMRA combined HO clearance & track gauge and explains that the silhouette is based on AAR Plate A, B and C clearances. He includes a 1948 Plate B

diagram with an overall height of 15 feet 1 inch and an undated Plate E diagram with an overall height of 15 feet and 8 inches. He notes that the height under Plate F is an even 17 feet. As Tom Hawley wrote, typical "excess height" boxcars can be up to 17 feet and 1 inch in height, while a double-stack well car with two containers, each 9-1/2 feet high, has a height of 20 feet 2 inches. Consequently, if you want to operate hi-cube boxcars but not double stacks, your bridge needs to be somewhere between these two figures. You probably do not want to follow the NMRA's current standard, which is 4-1/8 inches for S, or 22 feet, from the railhead to the bridge above. (*That's if you are modeling an older era - ed.*) Check out www.nmra.org/standards/s-7.html - Bill Roberts

Russell M. Mobley Memorial Library Magazine Resources

3/16 "S"cale Railroading

Essence - the NMRA "S" SIG newsletter, 1985-1988

Mainline Modeler (1980-1997)

Model Railroader (1937-1961)

NASG Dispatch

S Gauge Herald

S Gaugian

S/Sn3 Modeling Guide

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S-CALENDAR

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

Nov. 17, 2007: 4th Annual Indianapolis S Show, Carmel, Indiana, Lions Clubhouse (5 miles north of Indianapolis. 10 a.m. to 3 p.m.. \$5 adm., dealer tables \$10. Check www.nasg.org or Charles Malinowski 317-566-1748 or email to: bmry1905@yahoo.com.

Feb. 7-9 2008: O/S Scale West, Hyatt Regency, Santa Clara, 5101 Great American Parkway, 800-233-1234. Info Rod Miller 650-329-0424, www.oscalewest.com or rod@rod-miller.com. Arden Goehring's big S layout is on tour, plus the usual agenda.

Feb. 14-17, 2008: 23rd Sn3 Symposium, St. Louis, MO. Ten Sn3 layouts, plus others, Manufacturers, clinics, contests, . Marriott St. Louis airport. 314-423-9700. Info, Jeff Boock 636-928-9969. website: www.sn3symposium.org/2008symposium

May 2nd & 3rd 2008: 21st annual Spring S Spree at Crossroads Expo Center 6550 Poe Ave Dayton, OH . Hosted by Miami Valley S Gaugers. Five hotels within one mile, many restaurants. Info at trainweb.org/MVSG/ or call Dennis White 937-376-2356, dwhite@woh.rr.com.

Aug. 5-10, 2008: NASG Annual Convention, Lowell, MA. The Mountaineer Limited will be celebrating the 60th anniversary of the Bristol S Gauge Railroaders. Doubletree Hotel, 978-452-1200. Info Doug Peck, doug@portlines.com.

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.

WWW.NASG.COM

S-TRACKS

By Sam Powell

Rolling Stock versus Structures.

The '07 convention in Baltimore is over, we all had a great time, and now I can get back to all those things that I said would get to "once the convention is over", which includes writing this column. Thanks to all those who endured the layout tour bus and came to visit the Penn Creek Valley. I enjoyed seeing you all, and only wish we had more time together in less crowded conditions.

Watching the dealer's room is like a physical check up at the doctor's office. The numbers of people in the room, and the gross income generated for the dealers is like an EKG. In many ways this is the heart beat of the hobby. If customers are spending money, that means their hobby is exciting them. They have cool plans of some kind, and they are likely going home excited about seeing that these plans come to pass. The personal friendships that get formed and reinforced in the process are priceless as well. From the conversations I had with dealers this year, the heartbeat of S was pumping pretty well. The number of NEW customers buying their first S gauge items and buying enough to build a complete small layout, and run trains was encouraging. I saw single customers, or entire families in some cases, buying locomotives, cars, track, controllers, etc, all in one fell swoop. We have come a long way in 30 years. As Don Thompson pointed out to me, when we first met back in the mid 70's, in any given calendar year you could buy all the new products in S gauge if you had a hundred dollars. There just was not much to buy back then.

But what the customers are buying is like the psychoanalysis of the hobby. Where are our heads in the

hobby? Are we buying products that we are going to use right away, and thus generate more enthusiasm for our hobby world, or are we buying things that will get tucked away in a cupboard and collect dust for the next 10 years, filling us with guilt every time we stumble upon them?

The purpose of this column is to get S gaugers excited enough or confident enough, to build a layout. As Jeff so accurately pointed out in a recent column, S makes a better impression in person than HO, but unless we have the trains running, nobody sees this great aspect of S gauge. Even with my layout building perspective, when I entered the manufacturer's room I found myself focusing on those items that were not layout items, but simply rolling stock and locomotives. Immediately I wanted to buy a new locomotive from S Helper service. Why? Because they are beautiful, available, could be seen running around the layout, and buying them is easy. Next, I looked at a set of Budd cars from American models, and wanted to buy them.. "Wait a minute", I said to myself. "let's spend some time here and get our priorities worked out". It says right on the handout I was giving to visitors to the Penn Creek Valley that the big priority for the layout in the future would be STRUCTURES. So why was I lusting after rolling stock and locomotives, and not structures?

The reasons are two-fold: First, rolling stock requires very little imagination to fit it into your hobby scheme. And second, these days, rolling stock does not require assembly. But this is not true at all when you talk about structures. There has been a recent, very welcomed availability of many, many high quality structures kits of every type. We have beautiful laser cut wood kits from a number of different manufacturers. We have very nice casting based structures, and we have the old style wood, styrene, or card, cut-it-to size, and

glue-it-together craftsman kits. And, there seems to be a nice balance of commercial, industrial, and residential kits. But these all require assembly. I think this fact scares many of us off, even though in many if not most cases, it is the structures that really make the great model railroads stand out. With both Howard Zane's and George Selios' layouts, it is the structures that make these layouts great.

I think the mental block for purchasing structure kits is the imagination required to figure out how to place them on the layout, and which ones to buy. If you buy a locomotive, you know exactly where it is going to go. It is going on the track, and is going to run around the layout in a very orderly way. Even Tootles the train knew that (sorry if you are not old enough to remember Tootles the train). Even if you have not put your track down yet, you still know a new locomotive is going on the future track, and you feel pretty confident about eventually getting that track down. In fact, buying a locomotive can give you incentive to get some track down.

But structures are a different story altogether. All kinds of questions loom: What is the structure really going to look like when it is finished? How big is it? Sometimes the dimensions on the box are prototype, scale dimensions, and sometimes inches of layout space. Sometimes no size is indicated. Is the box perhaps just going to sit in the cupboard for years until we forget it is there, and our heirs shake the dust off of it and say, "Why in the world did he buy so much train junk"? Do we have a spot picked out on the layout for it? Is the spot the right size and shape for the space that is available, and what will we do with it if the answer is no? Does the prototype of this structure make sense for the space available? Would the prototype have put a station there? Would that industry have been in

this part of the country? What kind of freight cars would be required to serve it? Are the contours of the land correct for a building of this style and construction? How does this industry dovetail with the other industries on the layout? How is this structure effect our view of the trains, and does it enhance the effect, or spoil it? Folks, these questions, while not really conscious many times, are what move us slowly back to the rolling stock table, where we can buy another "safe" box car.

Keep buying the rolling stock. We need those manufacturers to succeed. But keep the rolling stock and locos in balance with plans to get a layout going, growing, and fertilizing your imagination. These are all hard questions when it comes to structures. They require a great deal of thought. They require use of the creative force in the human mind, but you can answer them, and you do have the inventiveness and creativity to create something cool.

Look at photos of the prototype. Read books that are printed about model railroad structures and how they are used. Look at the magazines that have layout photos in them and see how other modelers have solved this problem. Keep your eyes open when out in the real world. Richard Lind is forever going on research field trips to actual sites to see how things were situated in the real world around railroads. Dan Vandermause is forever touting the power of the internet to find out what things looked like and how they were used around railroads.

Many of us stop spending money on trains, not when we run out of money, but when we start feeling guilty about spending the money. I think maybe we start feeling like we have treated ourselves to some undeserved fun here if we are not careful. That is when we stop reaching into our wallet. Of course we all have to do that at some

point. This is, of course, a really deep subject, and one only a real psychoanalyst can help us answer. But I can tell you this: If your plans are out of balance and it seems you are spending money on too much of any one kind of thing, you will feel guilty sooner. You will shut down, and simply not enjoy yourself as much. If all you are buying is rolling stock, eventually it will be harder and harder for you to expand your involvement. You will find yourself saying, "I've got enough trains, maybe I need a new hobby". And that no longer helps the makers of the rolling stock. I say get your plans and your hobby in balance, and you will have more fun with it and not get tired of it.

So what did I do in the manufacturer's room? First I got myself grounded in my principals. This is hard to do with so much around you to buy. I went around the dealer's room on three different days. The first two days I bought structure kits, rail spikes, a couple of pickup trucks (which qualify as structures in some sense), and some shelving from Trainsshelf to put under the planned staging tracks. Then on the final day, I sold a locomotive that I had owned

for years, and went and bought an SHS locomotive. Everybody was a winner. They guy who bought my engine is happy. The structure companies are being supported. My layout is going to get structures that will make it look better. Trainsshelf sold some product which will enhance his business and my railroad operation. I kept the total number of locos on the roster the same, and SHS sold some product. In the end I kept my focus in balance. Now all I have to do is build those kits.

So let's support the structure companies who are making these beautiful kits. They are a real boon to the scale, and I hope the manufacturers not only keep producing S, but feel encouraged to expand their line. Use your imagination. Go on-line, and look at the kits, most of which are pictured there. Which ones can you use? Figure it out, and expand both your model and mental world. S is really only a few commercial products short of being a completely modern, user-friendly model railroad scale now.

Sam Powell



A scene on Sam Powell's own layout make the point of how structures define the setting of the railroad.
Photo by Bob Werre

Rail Mail cont. from page 5

guts of the old *S Gauge Herald Yearbook*. It's too computerized. In the *Herald Yearbook* one could find data on all the layouts, their rail size, prototype and even coupler choice. There was a map of the U.S. with the number of members in each state (In my home state of South Dakota you only needed one or two fingers to count them). Most importantly one could mention whether his layout would be open for visitors. I know in this world of home invasions folks are somewhat concerned about opening the doors, but this is what S is all about. A month or two ago I did a quick visit to California. A few e-mails to Brother Ed L got me two layout visits and a great time with dear friends – you don't get that in "half-

News: continued from p. 4

Board of Trustee and General Meeting minutes from the 2007 NASG Convention will appear in the December issue.

Club Sandwich continued from page 33.

working on the 2008 Fall S Fest to be held at the Wyndam Hotel in Milwaukee in November.

The AF S Gaugers of the St. Louis Area (AFSGSLA) are busy planning for the upcoming Fall S Fest to be held at the St. Louis Marriott Hotel, on Nov. 2-4, 2007. Various events are planned including a swap meet, train races, clinics, and banquet. Moe Berk coordinates the club events and Gary Mueller ably edits the club newsletters.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) and Bob Beshore offered to host the club in June. The annual picnic of the club was held on July 21, hosted by Bud Chadbourne. The IESGAPN is celebrating their 40th anniversary this year and will have an S gauge tank car made by American Models. Bob Bowen is coordinat-

zero" scale too often. Whether we need a digitized version of the *Herald* is debatable, but we certainly could use the old Yearbook's flavor.

- Bob Werre *See the layout listing in the newest directory – hope this is a step in the right direction. As I recall, the Yearbook was also kind of a manufacturers' guide as well. That we have available separate for the asking – I also believe it's on our website. – Ed.*

Track Planning IV: Jeff, it was good to see you at the NASG Annual Convention. It was quite the busy time. I hope you enjoyed it as much as I did. The latest Dispatch was here for me when I got home and was pleased to see the layout in Track Planning IV. I've lived in western Pennsylvania for many

years and it's nice to see a layout set in the area that does not try to incorporate a steel mill. The town of Crabtree and New Alexandria are well depicted. During WWII there was a row of beehive coke ovens operating along U.S. 22 in New Alexandria. A local railfan friend who explored the area some years ago affirmed that Donohoe had a station on the PRR mainline at the interchange at one time. A 1947 PRR Employee's Timetable has the Alexandria Branch extending only 3.7 miles to Jamison No. 2, which I assume was a coal mine. The abandonment of the rest of the line to New Alexandria probably occurred with the closing of the coke ovens. I hope others enjoyed the article as much as I did and perhaps can add to the story.

- Dave Felmley

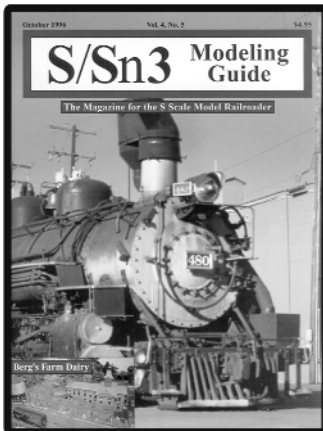


ing the design and ordering of the car. Brent Nichol hosted the club members for their Sept. meeting in Cheney, WA. Vic Cherven is scheduled to hold the October meeting at his home on Oct. 14. Jon Kettner ably edits the club newsletter, and coordinates the club activities.

The August meeting of the Southern Calif. S Gaugers (SCSG) was held at the home of Jeff Kruger. Jeff is the coordinator of the club activities. The Sept. meeting was held at the home of Gene Capron in Pomona, CA. The SCSG is discussing details of modular layout tables and construction of same for a layout that could be used for display at train shows and other events. Jeff Nelson has access to a wood working shop where the parts for modules could be cut and assembled, but the work would have to be done on weekends. It was decided that a sample module would be constructed and brought to a club meeting where the members could decide to adopt it as

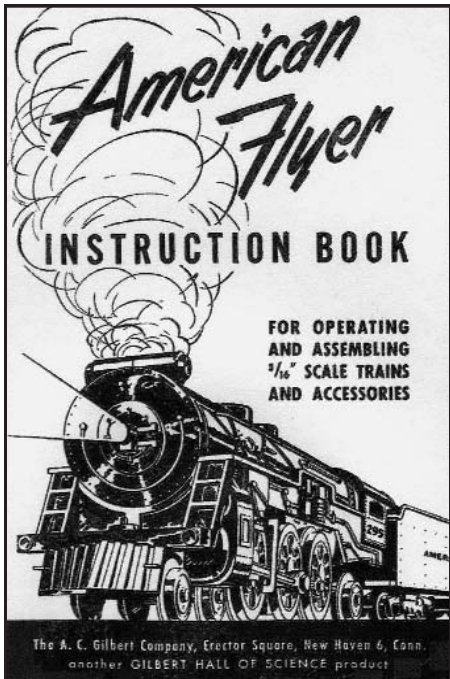
their standard module or make suggestions for revisions to the module. Additional module sections will be made by those members so inclined, and a special meeting will be scheduled for module construction. Jeff Smith donated to the club the cost of a module construction as sponsored by Railmaster Hobbies. New members in attendance at a meeting in the spring were: Reggie Cunningham, Dan Kmet, Tom Mescher, Jeff Smith, and a guest Josh Bagby. Fred Ruby volunteered to serve as treasurer of the club, and Gene Capron volunteered to serve as the club photographer.

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



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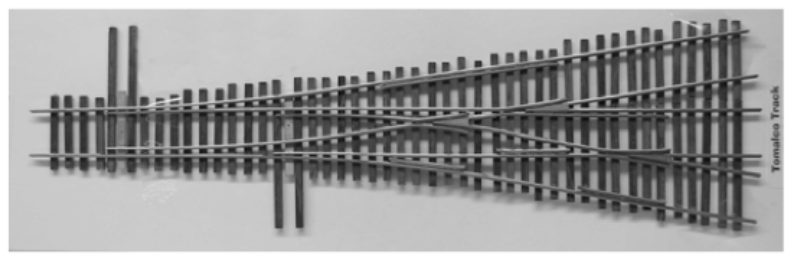
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