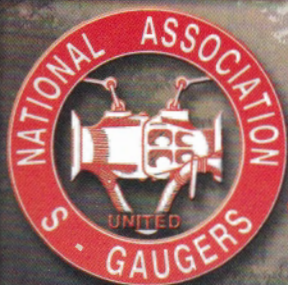


\$4.95 U.S.

October 2008

Volume XXXII Number 5



DISPATCH



**2008
Convention
Coverage**

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

McCabe Lumber Co. Planing Shed

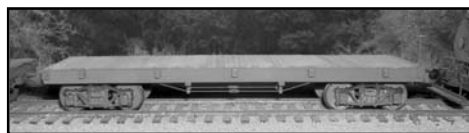
The McCabe Lumber Co. Planing Shed should be called a planing mill complex since it is more than just a simple shed. The planing complex consists of the transfer shed, two planing buildings, boiler house, water tank, and loads of details, and is a key part of the Slatyfork Sawmill Complex. The Planing Shed can also be used as a great stand-alone manufacturing industry such as a box factory.

This kit consists of laser-cut basswood, plywood, and cardstock, tarpaper roofing, brass, urethane, and white-metal detail castings, and loads of character. The tabbed, well-engineered construction provides fast and easy assembly. The footprint is about 70' x 90'. **#08225** **\$349.95**



HO Models Shown. Detail castings vary between scales.

American Flag Company & Slatyfork Sawmill Coming Next!
Check our web site or call for info.



34' Truss Rod Flatcar

This flatcar was inspired by an early drawing for one that ran on the V&T. This was before the time of air brakes, and the car featured link & pin couplers when built. It is a very generic car that can be used on many lines. The kit consists of laser-cut wood and styrene details. Less trucks and couplers.

#09603 \$ 25.95



34' Truss Rod Gondola

The gondola is an offshoot of our 34' flatcar with laser-cut sides and end boards. Two optional end sill steps are included. The kit consists of laser-cut wood and styrene details. Less trucks and couplers.

#09604 \$ 39.95



PRR H21 Hopper

Starting in 1911, 70-ton H21a "quad" hoppers were introduced for coal service. The kit consists of high-quality, no-odor urethane castings for the body and brass brake components. Less decals, trucks and couplers.

#09204 \$ 79.95

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

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COVER: Keith Thompson's Best in Show Harrisburg Station, master craftsman class, and William Flatt's amateur class first place scratch-built traction model. Photos by Bob Werre

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PRESIDENT'S MESSAGE...



NASG NEWS

Coming Elections: The Election Committee would like to remind members that 2009 is an election year for the NASG BOT. Positions up for nominations are President, Treasurer, and the three Regional Vice Presidents. The President and Treasurer serve four year terms while the Regional Vice Presidents serve two year terms. If you are interested in serving the organization by running for elected office or nominating someone (with their permission), contact the Election Committee Chairman before the end of November. I can be reached by phone, hard mail, or email.. Jamie Bothwell, 1422 W. North St., Bethlehem, PA, 18018-3409 610-868-7180 jamie.bothwell@verizon.net.
- Jamie

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RAIL MAIL

Newcomers: I'm not so sure about the "rising masses" of HO and N. The WGH was begun about 7 years ago to try to provide an answer to MR's declining circulation (Have you noticed how much thinner it's getting these days). Their main thrust was to get the grandparents to remember the trains of their youth, get them out and running, and then share the trains with a new generation. We've had many discussions on this subject, but to survive as a hobby, we need young folks.

The newcomers clinic at the Lowell convention was almost entirely made up of exactly what you're talking about: over 50 folks who rediscovered AF. Some of them showed an interest in the scale side of S when I discussed all the options open to them. I hold to my opinion that you'll get more new S modelers via that route than HO or N converts, who for the most part like the size of S, but have too big a commitment to their respective scales. BTW, the turnout for the clinic was by far the best ever and I find that encouraging.

However, today most hi- railers put their couplers on a diet and

Continued on page 38

Jeff's Junction



Welcoming Newcomers:

How should we welcome newcomers?

I might define newcomers to S further by breaking them down into 4 categories. 1) Newcomers to S from other gauges, 2) First time model railroaders, 3) first time event attendees, 4) New NASG members.

Several years ago at one of our conventions a couple of new NASG members felt they were kind of ignored. I'm positive that there was no intentional slight, and as I recall, the hosts were just busy with the usual hectic goings on at the beginning of a convention. The hosts even acknowledged as much and apologized for any oversight. But really we should be glad that these individuals spoke up because this can occur so easily when everybody is busy. That said, we should view this as a wake up call since a perceived problem can cost us some bad PR, even though unintentional.

Let's look at the categories. 1) First is the "Other gauge" transfer. These modelers often surface on the internet, especially on the S-Trains or S-scale lists, looking for advice. Most of our experienced S compatriots fall all over themselves to provide these "other gaugers" with helpful advice and encouragement.

2) The "First Time model railroader" who is checking S out is a less frequent type of newcomer and will most likely be encouraged at a show or layout tour where he sees S first hand. The toughest part of selling this type of newcomer is getting over the hurdles of S not being in hobby shops and the higher overall costs involved.

3) For "First Time Event Attendees" at S events or conventions here are some suggestions: Have a first time check off box on registration forms. To their credit, the recent Lowell NASG Convention form had a question on the form that did that. As well they had a newcomers clinic given by ex Prez Roy Hoffman and attended by 20 or so attendees. It might be a good idea to add some extra NASG welcome goodies to any registration with such a box checked off. The NASG could provide this info to those putting on Fests, Sprees, etc., as well. If a newcomer's clinic isn't offered, then perhaps a sponsoring club could provide some personal attention to this person by showing them around to any layouts, key dealers or just answering questions. Some packet info might include a *Dispatch*, *This is S brochure*, *S Buyer's Guide* and any catalogs available. At a convention it would be up to the sponsoring club to provide any welcoming clinic or individual assistance. At the other S events, perhaps, the regional NASG VP for that area could assist the sponsoring organization with this.

4) For "First Time Club Members" (not necessarily an all-NASG club), again the regional VP might make sure that clubs in his region were provided with NASG welcome kits to be handed out when a new member joins.

Actually, I think all of us (individuals and clubs) do a pretty good job passing our enthusiasm for S to all the above type newcomers. But, since we are still a minority scale, we should be constantly alert to these folks and not miss an opportunity. Thinking and planning ahead and having material on hand helps us in this. Young or old, we need to welcome folks to S.

And, if any readers are newcomers to the *Dispatch* and the NASG – welcome.

- Jeff

NEW PRODUCTS REPORT

By Jeff Madden

1:64 MODELING GUIDE SOLD

RLN Publishing, a new company in West Orange, NJ that specializes in model railroading, has purchased 1:64 Modeling Guide Magazine from Deben LLC. Bob Nalbone, a model railroader for over 35 years, is the new editor and publisher. Nalbone has professional experience as a technical writer as well as in editing and publishing. In addition, he currently serves as the Vice-President and Development Director for the Model Railroad Club, Inc., in Union, NJ. He says that the 1:64 Modeling Guide will represent the Scale arena of S gauge.

It will be published on a quarterly basis in January, April, July and October. Nalbone is planning for the first issue to be October this year. Special discounts are being offered to past subscribers and advertisers to encourage them to get back on board. Article and photo submissions are also being sought. Authors will be compensated for their submissions. Contact Bob at 201-892-5930. during regular business hours or email:

editor@1-64ModelingGuide.com.
The website is www.1-64ModelingGuide.com.

AMERICAN MODELS

(www.americanmodels.com) has released a new 72 page comprehensive all color catalog. This is the first large size catalog from AM. It's \$5. It's really nice.

HERALD KING DECALS

(www.heraldkingdecals.com - 563-359-1427). According to Jim King Herald King Decals is back in business. Check it out.

M.L.W. SERVICES (71 Rabbit Lane, Etobicoke, Ontario, Canada

- www.mlwservices.ca) was at the Lowell convention showing off current and upcoming mostly brass detail parts. Included on the table was a sample of a CN combine that will be coming soon. Here are a couple of samples from the product list: BC01 - boxcar detail set with improved running boards end platforms, cutlevers, brake platform and running board end supports - \$12.95; CNR/GTW steam loco etched brass 15" cab numerals - \$27.00.

NORTHWEST SHORT LINE

(www.nwsl.com or www.osorail.com) also has a new owner - Dave Rygmyr of Montana, who also has Oso Publishing and Evergreen Hill Designs. NWSL founder Raoul Martin is retiring so NWSL is moving from Washington state to Montana. Check the web for updates.

PORT LINES HOBBY SUPPLY

(doug@portlines.com). The sold out Moxie SHS reefers may be available soon in non-convention numbers this fall if orders warrant. Doug says stuff from China went up 10% and will be going up another 10% after the first of the year - manufacturers affected - SHS, AM, Lionel, MTH, etc. Check Doug's website - he has a bit of everything.

RAILROAD CROSSING

(www.yourhomeonyourlayout.com) is a different type craftsman builder of structures. Richard Krieg of South Carolina will build a structure to your specs. You need to provide drawings, photos or blueprints along with measurements and color schem. After some back and forth the building is built in your scale. For example a 30' x 40' two story house at 1200 square feet would be \$180.00. Minimum

is \$60.00 per project. The project can be a house, barn, church, etc., you know, you want a model of Grandma's farmhouse.

RIVER RAISIN MODELS

(www.riverraisinmodels.com) has a new steamer coming. It's the late version of the N&W J class streamlined 4-8-4. Pre-production painted models in scale or hi-rail DC are \$2,250 before Nov.; \$2350 after Nov. 1. Later it will be \$2450. All unpainted models deduct \$100. A \$300 deposit is required.

ROYAL TRAIN EQUIPMENT

(One Susan circle, Norton, MA 02766, 508-285-7896) has some new diecast detail parts. Mail box stands (green or blue) are 3 for \$5.00 or \$2.00 each. A yellow newspaper box, a freight scale, a water fountain and a milk can have the same pricing structure. These are all painted.

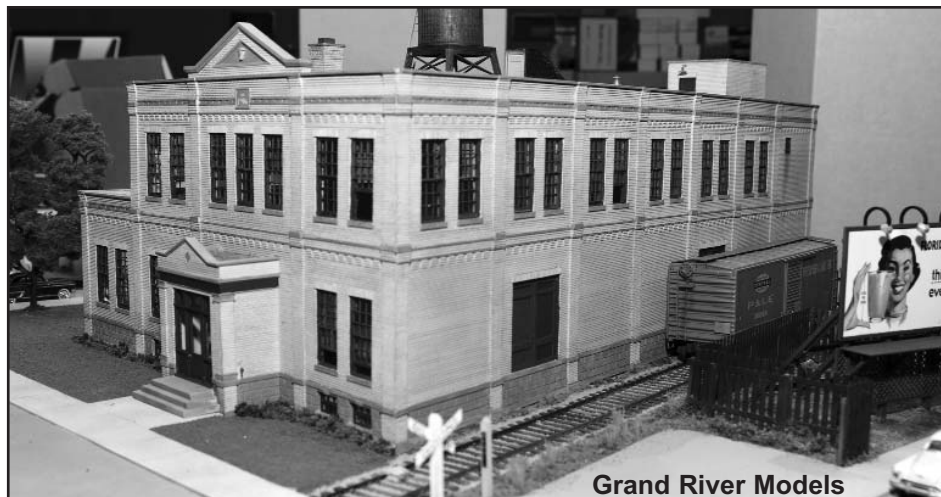
SHS

(www.showcaseline.com) has gotten a shipment of goodies recently and is expecting some more soon. The reefers, hoppers and "new" steam era covered hoppers may be here by the late fall. The 2008 Christmas car will be one of these covered hoppers with a blinking nose reindeer. The Christmas car will be \$52.95 and the other hoppers are \$42.95. Some of the SW-8 and NW-2 diesel switchers are now in stock as well. Coming will be some more rebuilt boxcars and three more billboard reefers. These will be the UP/SP / PFE orange reefer with an oval black and maroon outline. Others will be SFRD (Santa Fe), and Marhofer Packing Co. of Muncie, IN. These are \$45.95 each.

SMOKY MOUNTAIN MODEL WORKS ([6](http://www.smokymountain-</p></div><div data-bbox=)

modelworks.com). Jim King has announced some new upcoming products. One is the Southern 53' waffle side boxcar, era 1974 and up. The kits will include the new Barber 100-ton roller bearing trucks (with rotating bearings). \$80 with t and c; \$70 without. As mentioned, the trucks are an industry first with the rotating bearings. These are a 1960s style truck with a 5'10" wheelbase. The will have brass 36" wheels with nickel plated tires. Price is \$17.50 per pair or \$47.50 for 3 pairs. These are easy to assemble kits. There will also be a Barber "S-2-C" 70 ton roller bearing truck of a 1957 design. Pricing is the same as the 100 ton.

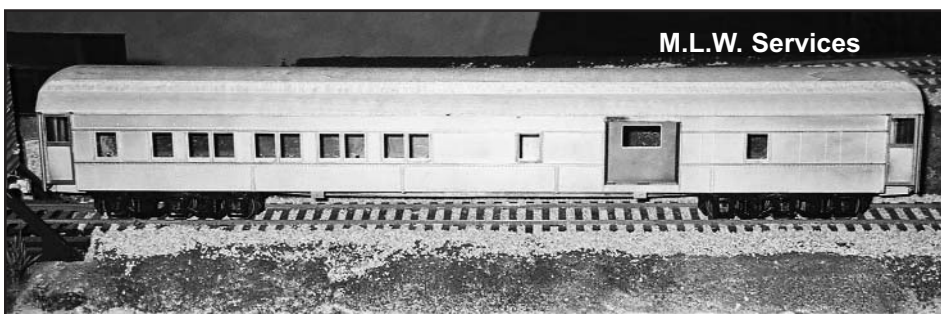
TONKIN REPLICAS (www.tonkinreplicas.com) Tonkin Replicas began production of scale bus models in 2007 as a special project for Outback Restaurants with their "Madden Cruiser". Those first buses are available only from the restaurant chain but you can easily have any or all of these totally new Collectibles 1/64 scale Highway Buses liveries available now from Awesome Diecast simply by contacting Jeff at 561.703.6363 or visit his website, www.awesome-diecast.com or Tonkin, of course. I believe price is \$39.95 each!



Grand River Models



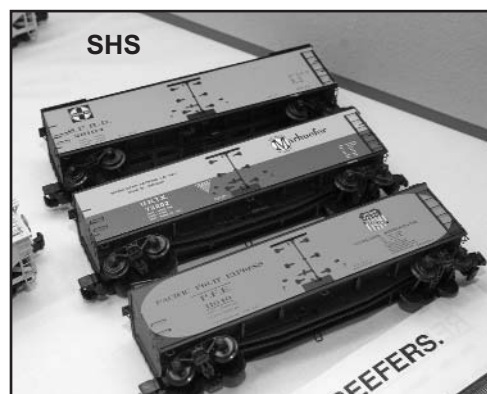
Des Plaines Hobbies



M.L.W. Services

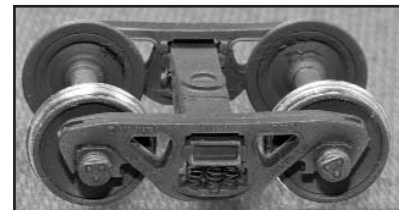
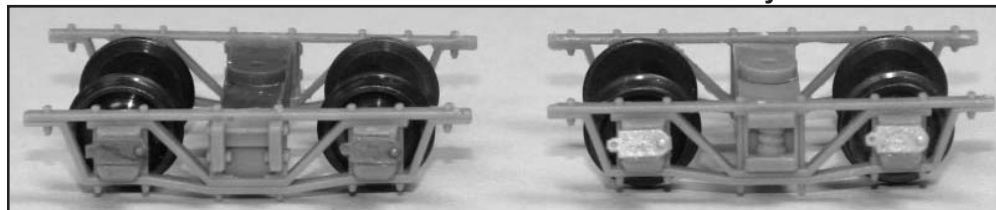


Tonkin



SHS

Smoky Mountain Models



2008 NASG CONTEST AWARDS

Lowell, MA

OPEN CLASS EVENTS

Award entrant model

AMERICAN FLYER RESTORATION

FIRST PLACE Don Hasenzahl AF coal loader
SECOND PLACE Don Hasenzahl Royal Blue locomotive

AMERICAN FLYER IMAGINEERING

FIRST PLACE Lamont Heppe Battery & Mortar 2-car set
SECOND PLACE George Reneris San Diego zoo car
THIRD PLACE Roger Hinds Pullmor 0-8-0 switcher

MODIFIED AMERICAN FLYER ACCESSORY

FIRST PLACE George Reneris Gabe the Lamplighter

PHOTOGRAPHY

FIRST PLACE George Reneris wharf scene

AMATEUR CLASS EVENTS

Award entrant model

HIRAIL STEAM LOCOMOTIVES

FIRST PLACE Ed Tooley WM J-1 Potomac
SECOND PLACE George Reneris Reading camel- 4-4-2
THIRD PLACE Al Baker PRR M-1a

HIRAIL DIESELS

FIRST PLACE George Reneris standard-gauge On30 conversion ("Galloping Goose")

KIT & CONVERTED DIESELS

FIRST PLACE Stephen Kutash New Haven Alco DL-109
SECOND PLACE Stephen Kutash New Haven PA-1

SCRATCHBUILT TRACTION

FIRST PLACE William Flatt Niagara, St. Catherine & Toronto line car

HIRAIL FREIGHT AND MOW EQUIPMENT

FIRST PLACE Ed Tooley B&O bay window caboose from K-Line car

KIT & CONVERTED FREIGHT AND MOW EQUIPMENT

FIRST PLACE William Flatt CN wooden caboose
SECOND PLACE Joe Bolsar speeder
THIRD PLACE Edwin Eggleston Minuteman box car

SCRATCHBUILT FREIGHT AND MOW EQUIPMENT

FIRST PLACE Edwin Eggleston crane truck
SECOND PLACE Edwin Eggleston Heinzreefer
THIRD PLACE Edwin Eggleston wood caboose

DIORAMAS (with KIT-BUILT STRUCTURES)

FIRST PLACE Bill Moitz lunch stand
SECOND PLACE Bill Moitz Majestic Hardwood
THIRD PLACE Bill Moitz BTS engine house

SCRATCH-BUILT STRUCTURES)

FIRST PLACE Gene Rominski roundhouse

SCRATCH-BUILT DIORAMAS

FIRST PLACE Eugene J. Kelley ice house

CRAFTSMAN CLASS EVENTS

Award entrant model

KIT & CONVERTED FREIGHT AND MOW EQUIPMENT

FIRST PLACE Gregory Berndtson P&W 52' gondola
SECOND PLACE Gregory Berndtson armored vehicle on flat car
THIRD PLACE Doug Miller Erie boom car from BTS flat

SCRATCHBUILT FREIGHT AND MOW EQUIPMENT

FIRST PLACE Gregory Berndtson Mobil tank car
SECOND PLACE Pete Silcox W Ry of Al pulpwood
THIRD PLACE Cy Bacchi Boston & Maine caboose
HONORABLE MENTION Gregory Berndtson Tanks on DOD flat car

KIT & CONVERTED PASSENGER & HEAD-END EQUIPMENT

SECOND PLACE Cy Bacchi Rutland RR combine

SCRATCHBUILT PASSENGER & HEAD-END EQUIPMENT

FIRST PLACE William Oertly REA express reefer

SCRATCHBUILT DIORAMA

SECOND PLACE Pete Silcox moonshine still

KITBUILT STRUCTURES

FIRST PLACE Alan Bliek gas station
SECOND PLACE Roger Hinds FM coaling tower

SCRATCHBUILT STRUCTURES

FIRST PLACE Joe Cordaro coal loading facility #1
SECOND PLACE Doug Miller New York rural barn
THIRD PLACE Joe Cordaro coal loading facility #2

MASTER CRAFTSMAN CLASS EVENTS

Award entrant model

FREIGHT AND MOW EQUIPMENT

FIRST PLACE Stan Furmanak B&O woodchip car
SECOND PLACE Stan Furmanak B&M gondola
THIRD PLACE (tie) Bill Mark Jr. Canadian cyl. hopper #1
THIRD PLACE (tie) Bill Mark Jr. Canadian cyl. hopper #2

STRUCTURE

FIRST PLACE Keith B. Thompson Harrisburg PRR station

BEST-IN-CLASS

AMATEUR William Flatt N St. C & T line car
CRAFTSMAN Gregory Berndtson Mobil tank car
MASTER CRAFTSMAN Stan Furmanak B&O woodchip

BEST-IN-SHOW

Keith B. Thompson Harrisburg PRR station

Prepared by R. James Whipple
NASG National Contest Chairman

Model Contest Judges

Fred Love, Justin Maguire, Scott Mason, Ben Pery and Bill Frazier

Lowell Convention Report

By Jeff madden:

The Bristol S Gaugers put on a very nice convention for us in August in Lowell, Massachusetts. The actual overall attendance was 448 – very good numbers considering the gas prices and the economy. It sort of reminded me of the Steamtown convention in 2001 where you could just walk out of the hotel and visit shops, restaurants and a national park.

Most of the conventioners took advantage of this, and you could always find somebody at the Lowell cotton mill sites or riding the “free” streetcars. And diners – yes, I managed to eat in 4 real ones including the 3 in Lowell and one in Pawtucket, RI on the way home. For those who care, the Paradise and Club diners in Lowell served a so, so breakfast. My wife didn’t like the paper plates in the Paradise. The 4 Sisters Owl Diner had the best breakfast. My wife and I had a great breakfast (thanks to John Royal) at the Modern Diner in Rhode Island. The home-made corn beef hash was excellent. There was a line out the door for a table on Sunday, so we opted for “stoolage”. Besides being quaint eating places, these 1920s-30s style diners have distinct modeling possibilities. The “barrel roof” Paradise diner is similar to Twin Whistle’s, but the others are different with metal enamel siding and heavyweight passenger car style roofs. The Modern Diner is really appealing to modelers because it has a shovel nose at one end similar to the Flying Yankee. Hey, this might be a good project for Michael Greene?

Tours: There were 3 rail tours, 3 non-rail tours and 4 layout tours. All were big bus tours (except the Lowell Historic) and thankfully, the Bristol Club was able to overcome a last minute cancellation by the bus contractor. A week before the convention the original bus company backed out (probably due to fuel costs), but were obligated to provide a backup bus company - not the club’s first choice, but at least they had busses. All bus tours were pretty much full. The only setbacks on two of the rail tours involved “mother nature” – rain. The Mt. Washington Cog Railway trip was blessed with fog and rain, not really atypical though. The Friday H.O.B.O. rail trip in New Hampshire had to be shortened to a round trip out of Lincoln instead of a longer one way trip. But all, including myself, were pleased with the trip, the good onboard lunch, and the walk-through of the Flying Yankee under rehab. Actually it didn’t rain during the trip, but the previous day’s rain had washed out some trackage.

My wife reported that the Boston Duck non-rail tour was good except for having to rush through the market area. There were 4 layout tours. I went on one. Only problem was that the bus ride (with our substitute buses) was too long, basically because the layouts were too far apart (though probably unavoidable). But



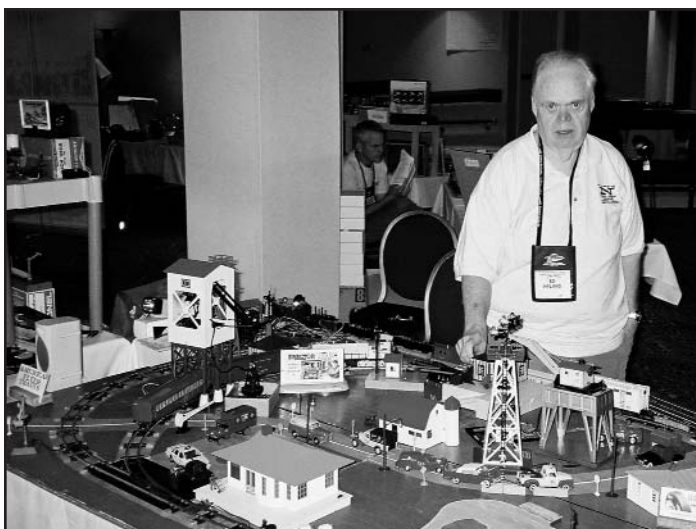
Diners, trolleys and the Lowell National Park were within walking distance of the hotel. Lowell was almost a dead town until the National Park revived things in the area. *Photo by Jeff Madden*



Tuesday’s railfan tour was behind Funits on the Conway Scenic Railroad up through Crawford Notch on ex Maine Central trackage. *Photo Glenn Ritter*



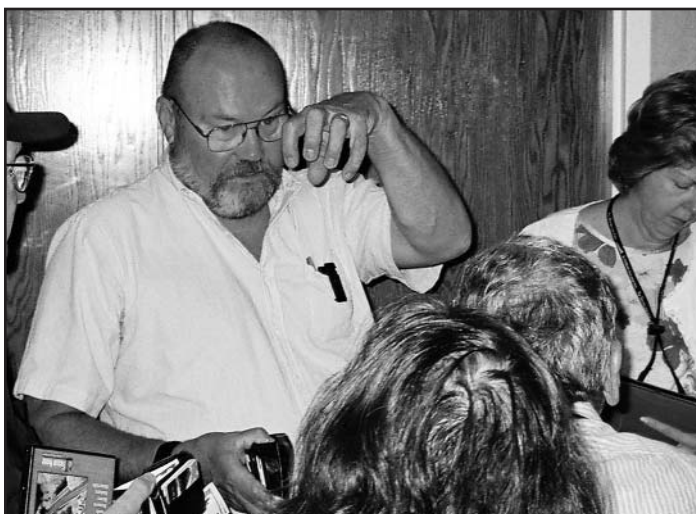
The Wednesday prototype tour was up Mt. Washington behind steam on the cog railway. The weather didn’t cooperate, but folks enjoyed the ride to the top of the highest peak east of the Mississippi. *Photo Bob Werre*



Father Ed Hyland is here in one of the trading halls with this classic “Tom Thumb” American Flyer layout
Photo Jeff Madden



This cake was the dessert at the Wednesday evening welcome reception that recognized the 60th anniversary of S's oldest Club.
Photo Bob Werre



The well-published scenery author Dave Frary answers a few questions after an excellent clinic on modeling water.
Photo Jeff Madden

the layouts were nice. I also heard the Thursday layout tours were long too. I can't resist editorializing a bit here: I'd like to see layout bus tours run more in the afternoons, leaving the evenings more open to the dealer halls, clinics and unwind time. And layout hosts do need to make bathrooms available – a few snacks or drinks wouldn't hurt either. On the Tuesday night tour I went on, our bus toilet was unusable (I'll spare the details). Soooo, a home bathroom would have been a great help. I don't know how all us “geezer” held out for 5 hours – uhh, I managed to find a spot (again, I'll spare the details). I'm sure everybody enjoyed the layouts, but a few suggestions here for future convention hosts – keep layouts close together if possible, maybe a rest stop can be arranged – even a restaurant stop, encourage hosts to make a bathroom available and have some snacks and drinks on hand. Have trial runs done by the bus chaperone so drivers don't get lost. I think I'd prefer layout tours on Wednesday 2-7, Thursday 1-5 and Sat. Noon to 3, even if one rail tour has to be eliminated mid-week. I do like the Friday daytime rail tour idea. This rough idea of a schedule would allow the dealer rooms to be open in prime-time. Of course, these are just suggestions, and I realize each convention will have unique problems to solve.

Trade Room and Hotel Area: The hotel was nice and very convenient for walking to the Lowell Historic District, mills, museums and restaurants. The dealer area did have two floors, but that was not a problem as there were layouts and plenty of dealers in each. The South Jersey S Gaugers had a nice modular, hi-rail layout upstairs, as did Father Ed Hyland who displayed his small “Tom Thumb” American Flyer portable layout. The first floor had a few more dealers and two large hi-rail layouts – those of the North Penn S Gaugers and the Connecticut S Gaugers. The layout of the Connecticut S Gaugers even included a 4-track mainline.

Many dealers were there including SouthWind, SHS, Des Plaines, Balston Loco Works, Gary Clark, River Raisin, M.L.W., Royal Trains, Port Lines, Hoquat and many others. MIA were Scenery Unlimited, Banta, BTS, American Models, Tomalco, Tom's Turnouts, LVM and Michigan Models. I hope gas prices didn't scare many of these away, but most just had schedule conflicts, and poor Tom Stoltz came down with Lyme Disease – ouch.

Speaking of gas prices, I drove from Wisconsin. My wife and I considered taking her 4 cylinder Altima, and actually could have tightly packed everything in there, but we opted for the Explorer for space and comfort reasons, especially since I had hurt my back the previous Tuesday. That was a good move and we actually only paid over \$4.00 a gallon once – on the New York Thruway.

Clinics: There were plenty of clinics to choose from. I managed two, and both were very good. I was particularly pleased with “Building Waterways” by the well publicized Dave Frary. It was very informative. I also sat in on Michael Tylick’s “Designing Scenery for Tight Places – again thought provoking. I peeked in on the Newcomer’s Clinic with former prez Roy Hoffman and 20 or so folks seemed highly interested. My wife enjoyed the “One Plant, Four Teas” clinic by Pam Richardson on Saturday afternoon. As usual, there was just so much going on, and it was hard for most of us to make more clinics. Gee, maybe we should schedule them at midnight?

Model Contest: Lots of quality models, and lighting in the room was very good. There were over 50 entries. The Best of Show went to Keith Thompson (New England) for his fantastic Harrisburg, Pennsylvania station complete with overhead catenary wires. See the table on page 8 for the complete listing of the contest awards.

Banquet and Awards: At the Happy Hour before the banquet we were treated to the Malette-Heine combo (piano and saxophone) plus a sip of Moxie. Moxie (the convention car scheme) is a Sasparilla-root bearish drink that I liked. Others found it a bit bitter, but from experience I learned that this type of drink makes excellent floats with a scoop of vanilla ice cream. Dang, I forgot to bring some home. The banquet was a typical hotel type buffet dinner followed by award presentations, door prizes and Jim Bresnahan talking up the 2009 NASG Convention that will be held in St. Louis. Attendance was a solid 220.

The John Sudimak Award, sponsored by the Cuyahoga Valley S Gaugers, went to Gene Kelley for his New England Ice Harvesting diorama (popular model). The Bill Krause Award, given by the Connecticut S Gaugers, went to the Chicago Area S Gaugers for promoting S gauge. Three **NASG awards** were presented. The Perles Award for author in a Non-S publication went to Art Fahey; the Sandersfeld Manufacturing Award went to Des Plaines Hobbies; the Bernie Thomas Award was presented to Bob Werre.

And the last thing at the banquet was Michael Greene announcing that he and his wife would be taking over the Pine Canyon Model line from Keith Blanchard of California. Hey, Michael take a look around Lowell at all those beautiful brick mills and the Owl diner for some future projects.

(Jay Mellons report - A member’s point of view) Vendors

- Des Plaines Hobbies - Ron and Susan had "tons" of product there, including all (or most) of the newly released models. Also had a good deal on PRS kits



The first stop on the Tuesday night layout tour was at Dick Iannacone’s highly detailed hi-rail layout. Some neat scenes eh?
Photos by Jeff Madden



A Bridge scene on the layout of the South Jersey S Gaugers. This is a clever idea for "looking into" the module.
Photo by Jeff Madden



SHS SW-1 hauls a freight on the South Jersey S Gaugers' layout in the trading hall. *Photo Bob Werre*



Bristol Club President Tom Robichaud greets guests to his layout on the Tuesday tour.

Photo Jeff Madden

(sans trucks/couplers). I picked up one and a Clever Bros. paper kit. Also had lots of decals.

- Grand River Models - Barry had the Greg's Grocery kit, as well as the new warehouse kit (massive).

Great Decals! - Picked up a set of manhole cover decals. Nifty!

- Hoquat Hobbies - Jeff had a lot of S stuff there. I picked up a LVM kit from him.

- Jeff Madden - lots of S scale vehicles. I picked up a few.

- M.L.W. Services - Andy had his new CN combine kit on display, as well as a gorgeous Pacific running back and forth. The combine kit looked very nice. The sides and floor are cut from brass sheet. CN modelers unite!

- NASG Clearinghouse - The Mark Dynasty had a new batch of shirts of several different styles. Look very sharp!

- Pennsy S-scale Models - Had their current brass products on display. Contact Bill or Dan for specifics.

- Port Lines Hobbies - As usual, lots of product on display. I picked up a Bar Mills kit and Pine Canyon Models detail parts.

- River Raisin Models - Jim and Dan displayed the recently received SP models (Mike, 2-10-2). Absolutely gorgeous. Mine were waiting for me when I got home (Thanks again, guys). They are also dealers for Lok Sound systems.

- S Helper Service - Great to see the whole crew again (Don, Robin, Mike, John) after missing them at the Pontiac convention (2006). Robin relayed that some models will be delayed (SW-8, NW-2) due to "no motors". Sounds like fallout from a shaky world economy.

- Southwind Models - Jettie had plenty of brass products there.

- The Railroad Crossing - Custom built structures. New company to me. What Detail! - Provides custom services for a whole range of model railroad problems. Another new one to me.

There were also lots of AF product there (Gary Clark and others). Notable missing vendors (to me) were BTS (Bill and Diane Wade), Scenery Unlimited (Don Heimberger) and Tom's Turnouts (Tom Stoltz).

Layouts

The effort shown by the Connecticut S Gaugers, North Penn S-Gaugers and South Jersey S-Gaugers to set up and display their layouts at the convention is greatly appreciated. I know how much time and effort is involved. I especially enjoyed the cutting torch scene on the Jersey layout. I only went on one layout tour (#3). I think Bill Tarbox might have the world's largest collection of railroad lanterns in an enclosed space.). I especially enjoyed his explanation of a scroll box display used for education purposes in 1920s (est.). The other layouts were interesting, as well.

Clinics

A major goal of my attendance was to attend clinics. I caught clinics dealing with model building with styrene (P. Lessard), scenery techniques for making rocks/geological formations (C. Bettinger, L. Wasnic), and water effects (D. Frary). Mike Tylick gave a clinic on his philosophy in designing model rr scenery. Also, I caught up with Jerry Rivet in his clinic on "Using Serendipity to Research the Historical Aspects of a Car Project" (my take). Didn't recognize him without his famous tri-corner hat.

Rail Tours

Other posts have covered this subject pretty well. The Cog journey to the top of Mt. Washington was a pretty soggy affair. Conditions on top were every bit as nasty as advertised (45 degrees, rain, 40 mph wind). Perfect hypothermia conditions. But, as we descended, it cleared up a bit, so that we could see more than 10 feet. Still, an invigorating outing. The Hobo RR trip was fun, too. And, we got back to the hotel early, so there was time to tour the Park Service Textile Mill display. Excellent! (History is one of my major interests.) Since those very hard times caused by the collapse of the mill industry (highest national unemployment rate for a decade), Lowell has made tremendous economic strides. Great to see the city looking healthy and prosperous again.

Business Meeting

It was a brief meeting (30 min.) The complete minutes may be published in the *Dispatch*. President Sam McCoy relayed that NASG is financially sound. I forgot to ask about the status of the NASG sponsored "Modular Wall kit".

Silent/Non-Silent Auctions

These events were great fun. Auctioneer Jaime Bothwell had to show up near the end of the "silent" auction to witness the transition from silent to "Rather Vocal" festivities. Bidders reminded me of sharks, slowly circling their prey (me, as well). Whenever a new bid was added to a coveted item, they would swoop in to attack. The post-banquet auction was worth the price of registration alone. Great fun! There were many Plasticville gems to be had. As mentioned elsewhere, the big news of the night was the announcement of the continuation of Pine Canyon Models (new proprietor, M. Greene).

Banquet

An enjoyable evening was had by all. It was unfortunate that the piano could not have been moved to a more central location where Andy and Dave could have been heard by most of the banquet goers. They provided a fine selection of tunes, including what sounded (to me) like Steely Dan mixed some Coltrane. And Convention Chair Doug Peck provided us with a taste of the famous (?) potion called



Tom Robichaud's late father built this.



Yes, we saw the real Flying Yankee on the Friday tour.



Lowell trolleys meet. photos this page Jeff Madden

Moxie. One imbibor described it as tasting like root beer with an after taste of mouthwash. To each, their own. Food was good.

What else can I say? Doug Peck and the whole Bristol Club deserve our thanks and admiration for a job well done. This convention was 4 years in the planning and it showed it. Not everything went according to plan, but that happens to every major event. I had a blast. Congratulations to the Bristol Club on their 60th anniversary. Now you can relax and be proud of the great convention you have produced.

Jay Mellon, New Orleans, LA

P.S. It sure was nice to escape the N.O. heat/humidity pattern, if only for a week.

Pluses and minuses: by Jeff Madden

Pluses:

- Well organized.
- Lots of tours to choose from.
- Neat location – Historic sites and trolleys within walking distance.
- Lots of models in the contest.
- Good variety of display layouts.
- The convention car.
- Helpful Bristol club members.
- Clinics.
- The Anniversary party.
- Seafood in the area
- Classic diners in the area.

Minuses:

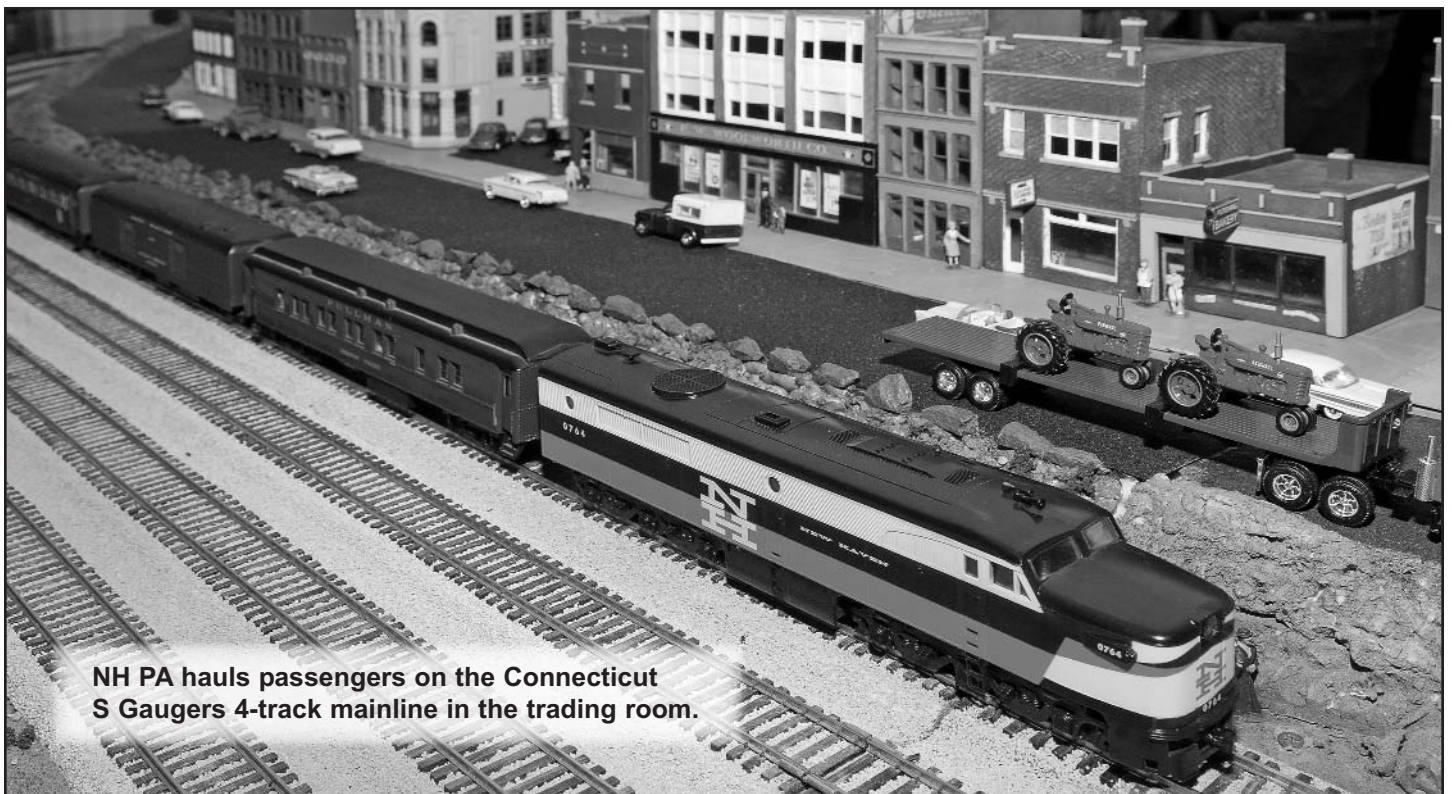
- The much more than normal rain.
- Some bus tours too long.

- Hotel and banquet food service so, so.
- Two level sales are (not really a problem, but not ideal.)

Next year – “Meet Me In St. Louis”



Reading FAs roll on the North Penn S Gaugers' layout at the convention hotel.



NH PA hauls passengers on the Connecticut S Gaugers 4-track mainline in the trading room.

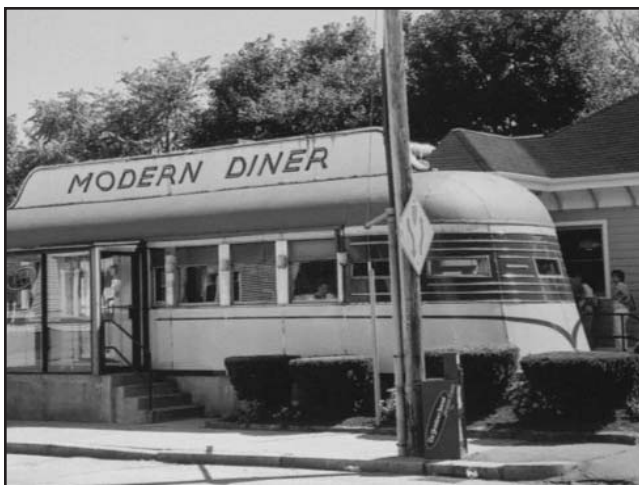
CONVENTION FACES



Doug Peck says ya gotta try this.



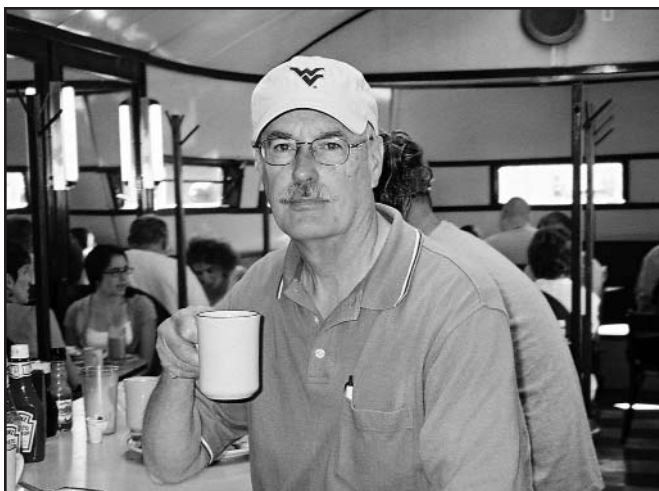
The Heine-Malette combo strikes again at Lowell



The diner mentioned below has a "face" similar to the Flying Yankee. This would be a neat model.



Lee Johnson says to Dan - it's made of what?



Yes, your editor hit several diners. This one is the Modern Diner in Pawtucket, RI. It resembles the Flying Yankee inside and out.



Andy Malette and South Jersey S Gaugers can't resist climbing on the HOBO Railroad Alco switcher. Left to right are Andy, Jerry Mackey, Tom Burns, Ken Palmer and Hank Worrell.

Photos this page by Jeff Madden except top right - Bob Werre

AWARDS



Eastern VP Dave Blum presents the Bernie Thomas Memorial Award to Bob Werre.



Left to right Joe Bolsar, Ed Tooley, Bil Flatt and Ed Eggleston. *Match up these contest award winners with the awards on page 8.*



Ed Eggleston, Dale Hasenzahl and Hiram Graves



Dale Hasenzahl, Monte Heppe and Roger Hinds. Dale, in this photo and the one at left is accepting for brother Don.



Ed Tooley and Steve Kutash



Bill Moitz, Gene Rominski and Gene Kelley



Greg Berndtson, Doug Miller and Pete Silcox



Joe Cordaro, Alan Bliek and Bill Oertly
Photos this page by Bob Werre

CONTEST WINNERS



George Reneris received a first place award in the amateur Hi-rail diesel category for this converted On30 Galloping Goose.



This B&O caboose took first place in the amateur Hi-Rail freight category for Ed Tooley



Above are three winners in the Open Class American Flyer category. Above left is the AF Restoration 1st place winner (coal loader) by Don Hasenzahl. Above right is the first place winner in the Modified AF Accessory category by George Reneris. Below - Lamont Heppe won first place AF Imagineering for these civil war cars.



Photos by Bob Werre

CONTEST WINNERS



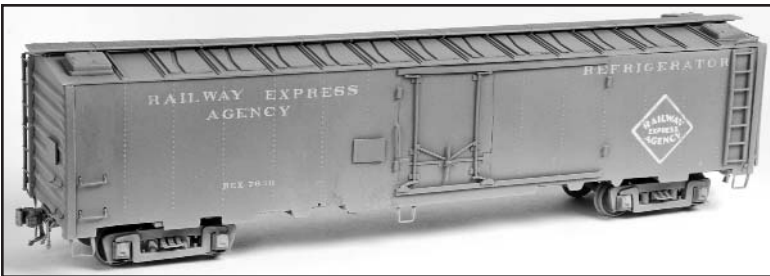
Greg Berndtson won 1st place with this Mobil tank car in the Craftsman scratchbuilt freight car category. Also best in class.



This gas station took first place for Alan Bliet in the craftsman category.



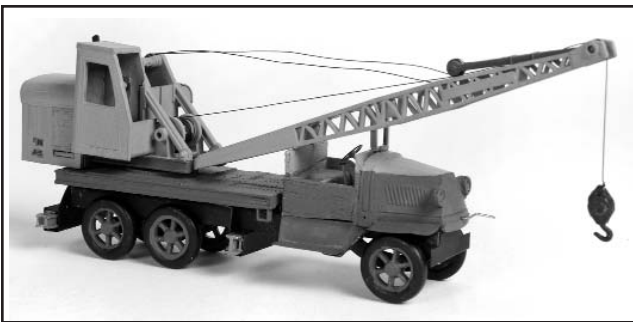
Cy Bacchi received a first place award kit and converted passenger car for this Rutland combine.



In the scratchbuilt passenger car category in the craftsman class this REA car took a first for Bill Oertly



This B&M gon took a 2nd place master craftsman in freight cars. Model by Stan Furmanak



Edwin Eggleston received first place award for this scratched MOW crane truck in the amateur class



Above- This moonshine still was a first place winner in the craftsman class diorama category for Pete Silcox. Left - An amateur class, kit and converted diesel, first place award winner was this NH Alco DL-109 by Stephen Kutash.



Photos by Bob Werre

BEST IN SHOW

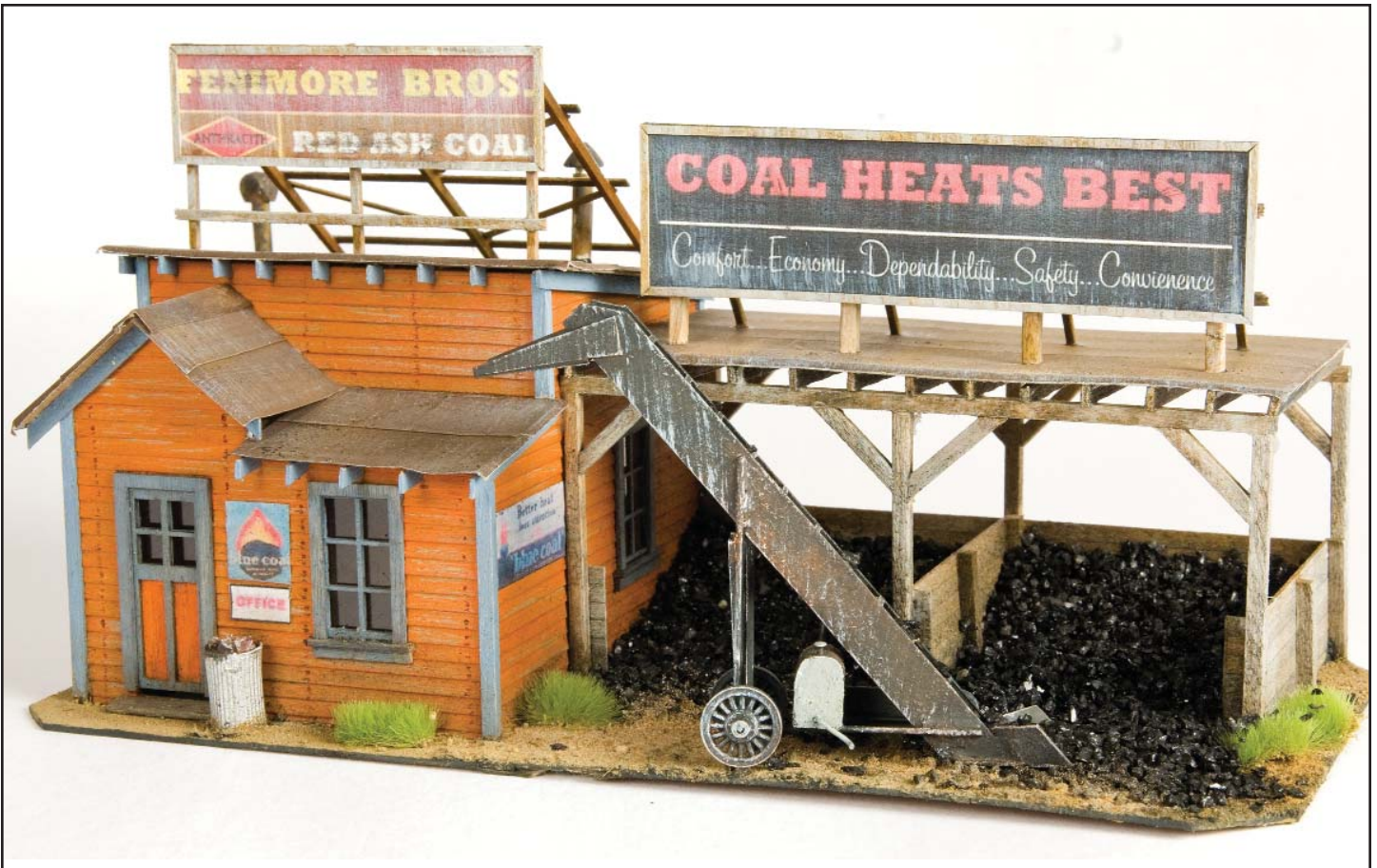


Best in Show
Keith B. Thompson
Harrisburg, PA Station



Best in Show at Lowell went to Keith Thompson's Harrisburg (Pa.) PRR station. He also was awarded first place in the category Master Craftsman structure.

Photos by Bob Werre



Joe Cordaro took first place for scratchbuilt structures in the craftsman category with this coal facility.



Bill Moitz took first place in the craftsman class diorama with this neat lunch stand.

CONTEST WINNERS



Above - Ed Tooley took first place amateur class steam locomotive with this Western Maryland J-1 Potomac. Below - This CN caboose is the first place kit and converted freight car in the amateur class by William Flatt.

Photos by Bob Werre



all aboard!



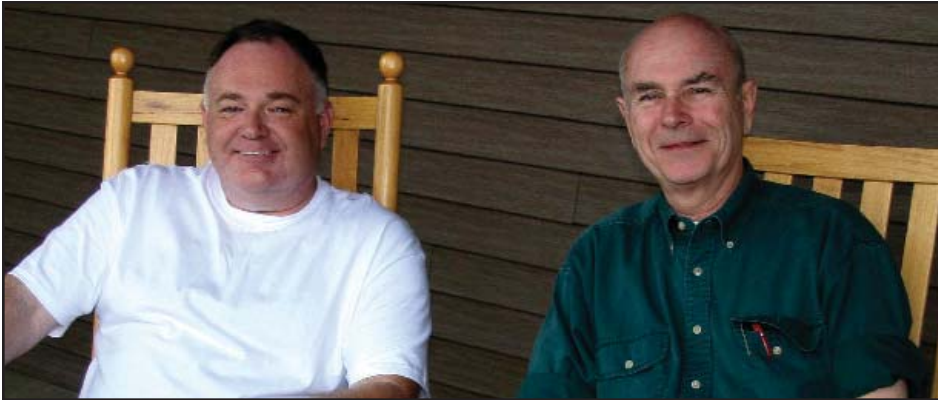


Brrrr it's cold outside! Craftsman Class first place winner was this ice house diorama and also the winner of the Popular Model Contest. Model is by Gene Kelley. *Photos Bob Werre*



Meet an S Gauger

By Bill Fraley
Jim King



Jim King (left) and Ed Loizeaux relax in North Carolina

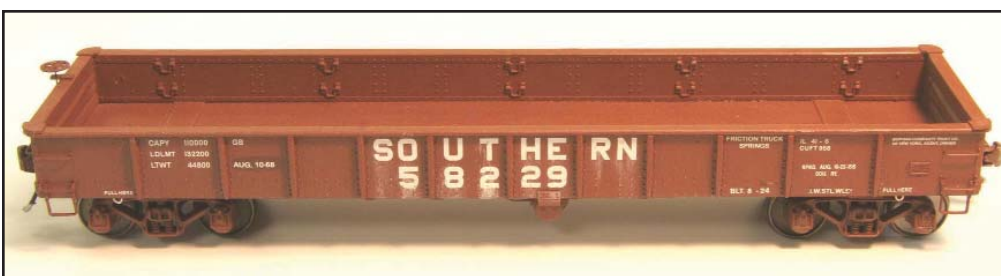
Jim King's Smoky Mountain Model Works was formed in April 1990 as a part time business producing custom-painted model railroad kits. In 1992, a line of styrene structure kits was introduced, fol-

Works changed exclusively to S Scale. Some three years ago at a Savannah, Georgia. RPM meet; Jim was introduced to S Scale by John Degnan as John was displaying his SHS and AM model items



lowed in 1995 with cast urethane rolling stock kits. All offerings were in HO scale. Then in July 2006, Smoky Mountain Model

to the attendees. Being exposed to S via John's display was the catalyst he needed to get interested in model building again, and Jim



feels it has been a wise choice for him to switch scales.

Jim had produced two O Scale kits and had plans for a third but the very poor interest soured Jim on O Scale. Jim's SMMW offers models in S standard, also in Sn2, and Jim is also considering introducing kits in Sn3.

Jim hasn't had the time to build a new layout, not even a module, but he has designed a track plan the will eventually fit in his office. Jim has been married to his wife, Adrienne, for 25 years and they have three beautiful daughters, ages 21, 19, and 16 (two daughters in college and the other not far behind them.)

Jim graduated with a BS in Physics from Western Carolina University in 1981. His first employer was Babcock & Wilcox's Naval Nuclear Fuel Division where he became quite intimate with the working of US Naval propulsion, later transferring to the Research Reactor Fuel Development section as lead engineer.

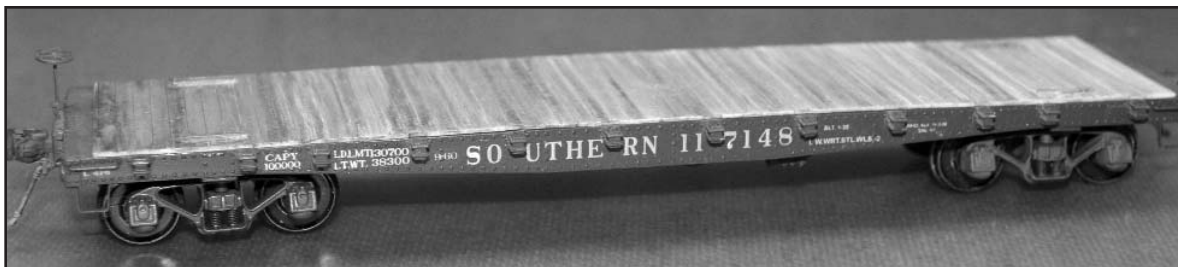
In 1987, Jim and family moved back to western North Carolina, since that's where his wife is from and he enjoyed railfanning that area during his college days. Railfanning is Jim's primary hobby with trips often focused on subjects that will someday be turned into model railroad kits.

Eventually, during Jim's later employments, he was exposed to Rapid Prototyping (RP) thru a trade show and has stayed with that fascinating profession

since. As a design engineer, he has worked with CAD systems since 1986, but the RP world has intrigued Jim from the start. These experiences have been the foundation for Jim going “solo” in December, 2002.

Note: while Jim is avidly pursuing the growth of S scale by offering high-quality resin kits, Jim also has a small industrial customer base to support with design, prototyping and injection molding services.

Jim belongs to the Blue Ridge “S”calers, based in Johnson City,



enough to justify time and expenses. He also feels that S scale modeling is the best because it has such a great balance of size and detail. (HO is too small, O scale too large and S just fits in right!)

Smoky Mountain offerings to date are centered around Southern Railway prototypes (composite gondola, flat car, (2) low side steel gons) and a Central of Georgia Ry. ventilated boxcar. Sn2 offerings have been limited to (2) styles of

site for more details. <http://www/smokymountainmodelworks.com>.

We are so fortunate to have modelers of Jim’s quality joining our S scale ranks. Let’s welcome him and from what I’ve read on the S Scale Yahoo List, his models are of excellent prototypical quality.

Bill Fraley 9-4-08

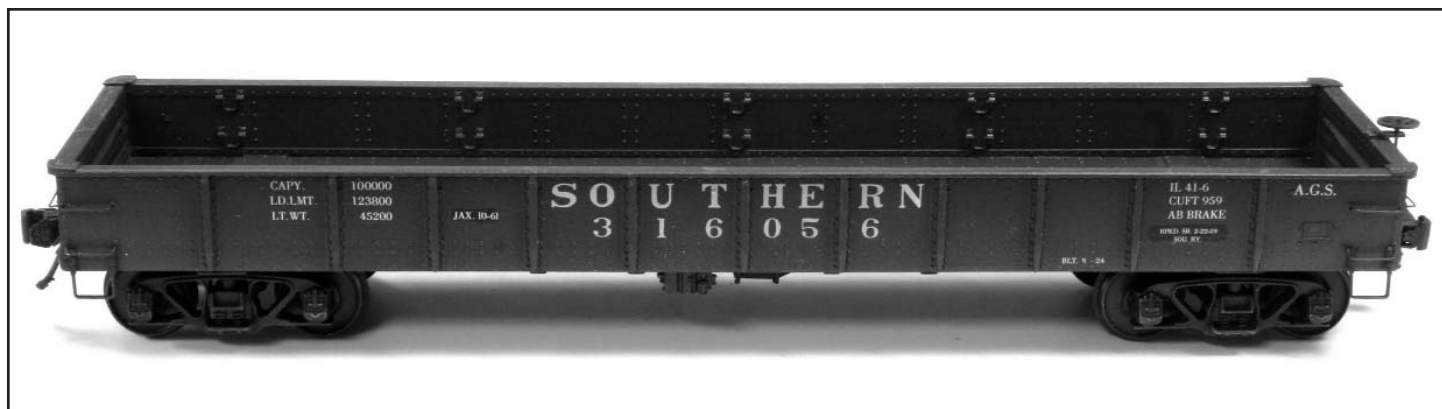


TN (founded in 2007). His favorite railroad is modeling of the Southern Railway in the 1960’s. Jim is a member of our NASG. He plans to eventually attend conventions once his product line is large

freight trucks but a passenger version is planned for next year. Switch and tangent tie jigs are also available.

Go to the Smoky Mountain web-

Photos by Jim King



The S Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

Building the Pro Patria Mill

Photos by the author

This saga started at a narrow gauge meet in Kimberton, PA in May, 2007. Bill Banta of Banta Modelworks was there and he had a partially completed S scale model of the Pro Patria mill with which I became enamored. The model was the prototype for a kit and after deciding I had enough space for it, I reserved one for myself. Bill finished the kit just before the National Narrow Gauge Convention last year, and of

course, mine arrived while I was at the convention since we had left early to do some pre-convention sight-seeing in Maine. Unlike many of the kits I buy, it only stayed in the box for a few months before I started building it.

The original structure was located in Rico, Colorado and was served by the Rio Grande Southern. This is a large mill that had numerous additions and modifications done to it over the years, which, along with the multiple siding and roof textures, adds to its character and appeal to model railroaders. For reference, there are several pictures of it in Volumes 5 and 6 of

The RGS Story. Originally raw ore was brought to it on an aerial tramway, which entered the mill through a large opening in the back. Later a truck unloading area was added. The structure has both wood siding and corrugated metal siding. The roofs are wood shake, wooden boards, tarpaper, or corrugated metal.

This is a large structure. The approximate overall dimensions in S scale are 36" wide, 24" deep and 19" tall. It needs to be on the side of a hill and requires an 11" elevation difference in ground level between the front and the back. In fact, when I was first talking to Bill about it; he suggested that the

HO model could be used in S if the floor where the cars are loaded is lowered. The S scale version is marked where to cut the floor to use it in O scale. If possible, I like to build large structures before I lay track in an area, and more so with one this large.

This is intended to describe my journey building this kit and not be a review. This kit has many laser cut parts and several bags of strip wood. I cannot recommend it as a kit for a novice builder. Nothing is that difficult, but you will need lots of hobby time and a large work area. The instructions are 32 pages of words and pictures plus a two page addendum but even with that, they are not intended to guide you through painting and assembling each stick of wood. This is not a week of evenings' kit or even a week of full time work kit.

I wanted my structure to be in active use and good repair so I stained my siding wood a red color with white windows, unlike Bill's pilot model which is all weathered wood. There is some evidence that it was painted at one time an iron oxide color and in some of the older black & white pictures it looks like it could be painted red with white windows.

Basic Assembly

This structure is large, but it is basically made up of many smaller subassemblies. Except for the water tank, bins, and the trestle work the basic assembly steps for each subassembly are:

1) Assemble the basic framework from laser cut plywood. Basically build a box. I did not reinforce any of the corners, but I did run a filet of glue on the inside for those joints that would not be seen and were it would not interfere with any future construction.

2) Add strip wood siding, board by board. I cut the siding long and trimmed it to fit the roofline, window openings, etc. Some areas have corrugated metal siding instead of wood.



3) Assemble windows and doors and install them.

4) Install the roof base made from laser cut plywood.

5) Add trim to the roof edges.

6) Add rafter tails. I took the lazy way, as suggested in the instructions, and did not cut the scale 2"x6" strip wood at an angle to match the siding. You can't see it any normal viewing angle and you need over 550 of these little pieces between a 1/8" and a 1/4" long.

7) Install roofing. There are four types, laser-cut wooden shakes, wooden boards, tarpaper, and corrugated metal.

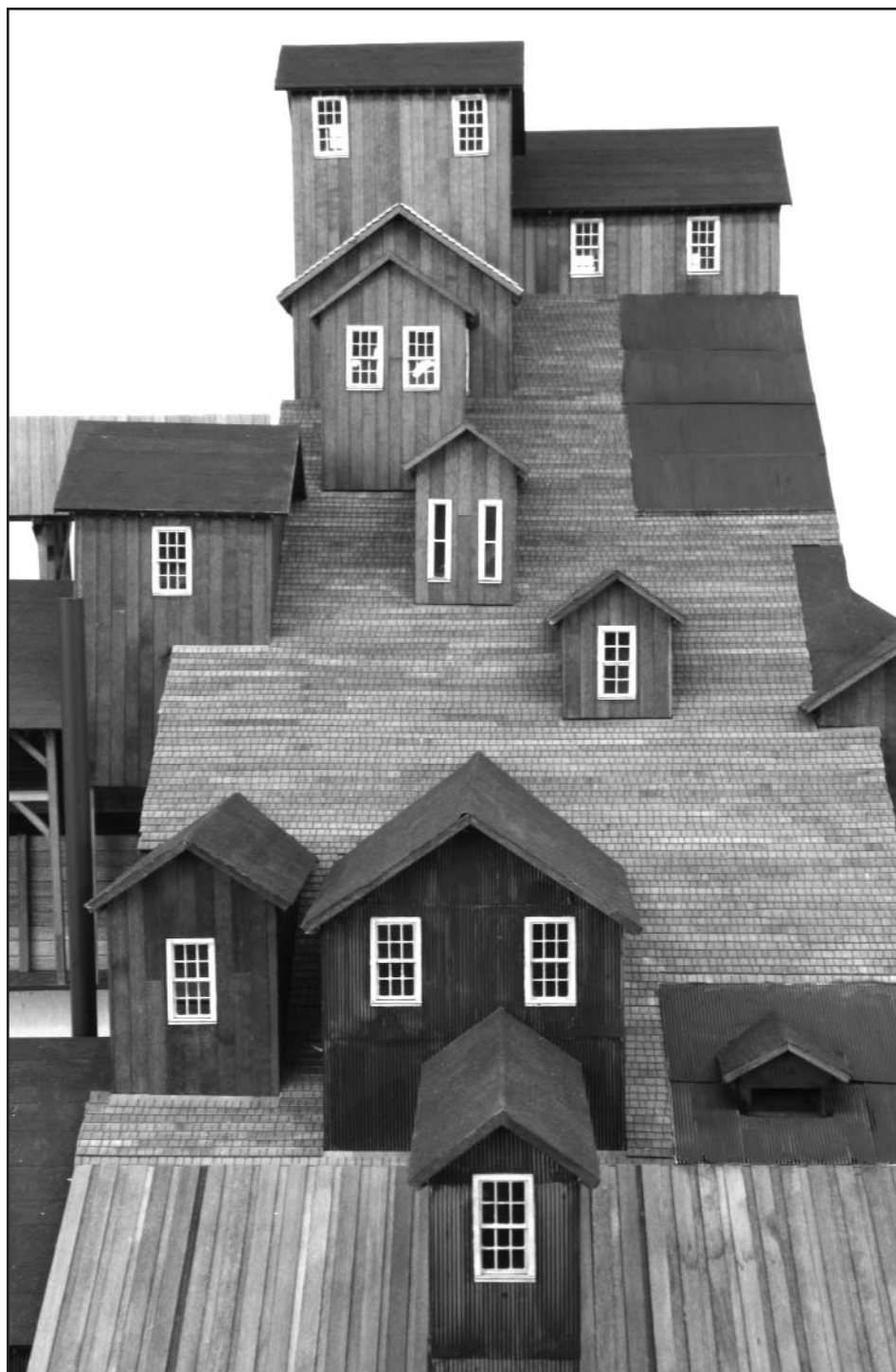
There is also a laser cut plywood base underneath the main mill which assembles into a somewhat complex box. There are laser-cut holes through some of the base walls to allow you to run wires for lighting if you choose to add internal lighting (not included). There are laser scribe lines on several of the base pieces that indicate the approximate ground level. I installed the siding so it was somewhat below the indicated ground level line.

The truck unloading area needs to be supported. Before I built this area, I mounted the mill on a piece of plywood and built up the truck loading area with foam sheets.

Tools

Only basic modeling tools are required with one possible exception. The basic tools include a hobby knife (with several blades), emery boards (nail files), a scale (ruler), paint and/or stain and brushes.

One non-basic tool that I found indispensable in building this project was a NWSL chopper. There is a lot of strip wood that needs to be cut for siding, wooden roofing, trim and all those rafter tails. You will need more than one razor blade in it for this project. I mostly used my Chopper II, but I used a Chopper III for some larger pieces that were the same size. I assembled this structure mostly



using Arleen's Tacky Glue. I have been using this glue more as time goes on and right now is my favorite glue for wood assembly.

Coloring Wood

Coloring and staining wood methods vary among modelers but I prefer not to use water based paints on wood. Yes, I know that the fumes from non-water based paints can be bad from you, but I did not use an airbrush when building this structure and when I was

painting I did it in my paint booth if possible and if not, I ran the booth's fan, which exhausts outside, during and after painting. For laser-cut parts, I normal paint or stain while the parts are still on the fret. Any touch-up is done after assembly.

I am a fan of staining wood using art markers, but this is the first time I used one for a color other than an unpainted wood color. Because these function as stains on

wood, each piece of wood has its own slight color variation. Because of the size of this structure, I needed several markers of each color. One advantage of the art markers is that the wood can be used almost immediately after staining, so you can stain as you go if need be. You don't need to plan ahead to allow for drying time.

I used the following art markers in finishing this structure:

Prismacolor French Grey 60% - For most unfinished wood other than roofing. This is a brown-grey color.
Prismacolor Warm Grey 60%- For the wooden roofing, both shakes and the plank roofing. This color is greyer than the French Grey but not as grey as the Cool Grey I also use sometimes.

TRIA Red R424 (Made by Letraset) – For the red siding. One thing about using the markers, there is more board-to-board variation than if I had used paint.

I used the following Floquil paints: Reefer White – Window and window trim.

Grimy Black – Tarpaper roofing.

SP Lettering Grey – Corrugated siding and roofing.

Windows

The windows are the typical multiple piece laser-cut windows. Since there are so many of them, assembly could become tedious, so I just assembled them as needed for each subassembly. They are laser-cut on self-stick plywood but they will need some glue reinforcing. The glazing is also laser cut, however, if you don't line the glazing up correctly, it might look alright from the outside, but you may need to trim it to avoid problems installing the window. I found that removing the self-stick glue on the bottom of the window sills made it easier to install them into the narrow slots in the window frames.

Tarpaper Roofing

Silkspan is provided in the kit to simulate tarpaper roofing. Instead I used 3M Nexcare Gentle Paper Tape in the 3/4" width. I had a

moment of inspiration while looking at this on my arm during a hospital stay earlier this year. I tried it and liked it. It's like installing a masking tape roof but with better texture. Make sure you use a sharp (new) blade to do a good job of trimming it to the roof. I brush painted it after it was installed on the roof.

Trackwork

The mill is serviced by a track which goes through the building to load the concentrated ore produced by the mill. You could use flex-track, but I hand laid mine using standard pine Sn3 ties and code 55 rails. I thought ahead for once and laid the track before there were walls in the way. There were actually a few tie locations scribed by the laser into the wood that made installing the track easier.

Since I have a free-lanced railroad, I modified the truck unloading area so it is an unloading area for the 2' gauge railroad. This involved making the openings in the truck unloading building larger, laying ties across the stringers, and spiking Code 55 rails to the ties. I used scale 8"x8" pine bridge ties cut down to the stringer width. There was laser-scribed plank roadway provided to go on top of the stringers, but I did not use it. I left the building over the bins removable so I could get at the track.

Bonus Building?

There are some parts labeled for a power house, but there is no mention of it in the instructions. I talked to Bill about this and it appears that he was planning on including it but then changed his mind. Bill told me where to look and then I checked some pictures in the above mentioned books. It was a small building across the loading track that runs through the mill. It is approximately across the tracks from the edge of the truck unloading bins and some pictures show a pipe running from this area to the mill. There were no instruc-

tion, but again it was just a matter of following the basic steps above with wooden siding and a tarpaper roofs.

Miscellaneous

I did have one minor problem with the kit. I was one sheet of shake shingles short, but a quick phone call brought more than enough to finish installing them in a few days. If you ever have a missing part (or even mess up a part) from a Banta Modelworks kit, just give them a call. I do have some left over strip wood and there are some extra laser-cut windows.

The FinestKind Models division of Turner Model Works makes a detail set for this kit consisting of metal and resin castings intended to be placed outside the structure as discarded junk.

In summary, I received much enjoyment from building this kit. At the time of this writing and the associated pictures, it still needs some weathering and scenery work. Right now, I'm planning on waiting until it gets installed on the layout to do that work. As always, please feel free to write.



PRODUCT REVIEW
B. JOHNSON LEATHER-
WORKS
GERRY EVANS

The B. Johnson Leatherworks kit is another Hodges-Malinowski-Banta collaboration from Banta Modelworks, 411 Hopkins Rd., Dummerston, VT 05301, www.bantamodelworks.com, \$139.95. The footprint is 8" x 13".

This limited-edition kit, from 2005, is #65 of 75 S kits produced and is listed as "Sold Out" on the Banta site. So, if you would like to tackle this kit, you'll have to locate one. As this is absolutely not a novice's kit, a solicitation on one/all of the Yahoo S lists might reveal one for sale.

The kit includes seven plaster wall castings, two plywood sidewalls, many laser-cut plywood pieces-parts, ample basswood strips of varying size, clear window glazing, a few plastic castings, brass wire, some pre-printed signs, a plastic tube for the boiler room chimney, tissue paper for rolled roofing, corrugated paper for the boiler room roofing, and a plethora of white metal castings.

The directions are somewhat inadequate and out-of-date, but they will get a model builder over most humps.

I used five-minute epoxy to glue the walls to each other and steel

machinist's squares to square up the walls. I also installed a Masonite floor for strength once the main walls were erected.

Most of the stains recommended for coloring the stone are no longer available. After sealing the stone with three or four coats of clear matte Krylon, I brushed on a coat of Minwax Honeydew Stain. Once that was dry, I selectively brushed on a coat of Minwax Riverstone Stain. These are reasonable substitutes. Then, using a solution of one pint rubbing alcohol, one ounce India ink, and one-quarter ounce liquid detergent, I used a small paintbrush to let capillary action carry that solution into the crevices between the rocks. This will only work if the plaster is well-sealed with the clear sealer.

I brush-painted the boiler room brick with Ace Hdwr. red primer. I had this made up at Ace to match their red spray primer. Once that was dry, I masked off the wall from the bricked-in window and sprayed the window with WalMart red primer. They are different. Lastly, I used drywall compound

applied with my fingers to simulate the mortar. Ignoring the pre-printed signs, I applied some HP Inkjet home-made Micro Mark opaque water-slide decals onto the brick and sealed the boiler room with Testor's Dull Cote.



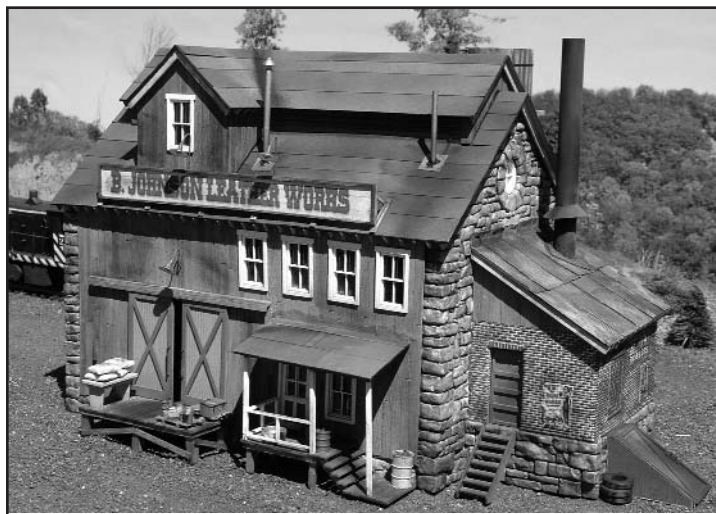
For the strip wood siding, I first totally brushed on some Weather-It. Then, in succession, using a rag, I rubbed on hit-and-miss coats of acrylic light tan, Accu Flex NP Light Green, and, finally, acrylic oxide green. The acrylics I bought at an art supplies store. The hit-and-miss method creates a vast color variation when the boards are glued on. While doing all this, I held the strip wood onto a piece of glass with double-sticky-back tape.

Instead of using the peel-and-stick corrugated paper, I "cooked" some Turner Model Works corrugated aluminum which I had weathered with ferric chloride per Turner's instructions. Ferric chloride is available at Radio Shack as their Etch-It.

I substituted some leftover rolled roofing on the main building and some leftover tabbed shingles on the office roof and "lifted" a few shingles for effect. The tissue paper/lacquer method just seemed like an invitation to mar the now-in-place wood siding.

With care, bending the light fixture brackets is not hard. The kit contains enough wire for four or five attempts. A thinko in the instructions calls for installing the brackets using a #60 bit. A #75 comes closer.

I used Magic Water in the water



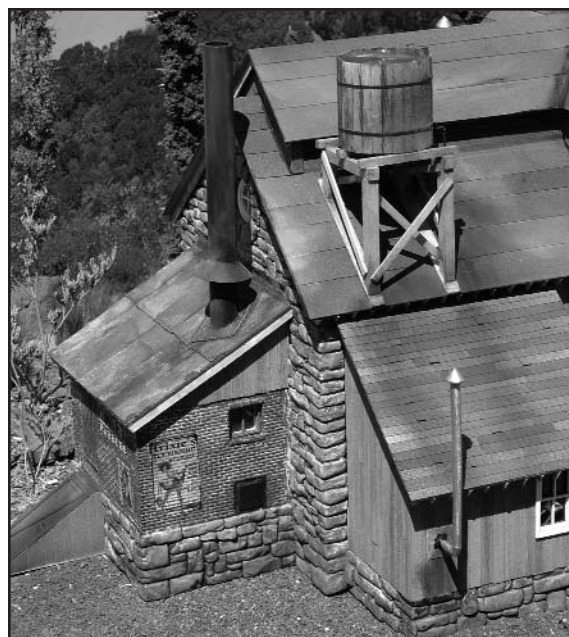
tank. I placed a blue-colored styrene disk atop the interior tank support and then poured in the Magic Water. The "water" is only about one-eighth-inch deep. Also, I got a bonus here as the Magic Water worked its way down along the interior and out of the vertical slats. This became a nice weathering effect I hadn't counted on. As I found no pipe in the kit inventory, I used a piece from a Grandt Line #4057 casting for the pipe between the tank and the roof.

While more than ample pre-cut glazing is supplied for the windows and doors, the two circular windows at the top of the main building have none pre-cut. Instead of trying to cut some, I used Micro Mark's Micro Glaze. This is a liquid applied with a toothpick and is easy to use. I also set in the regular glazing using clear nail polish as an adhesive.

room step assembly instructions. These steps should be 2" x "10"s not 2" x 8"s. Also, the plan calls for a cinder bin. With no picture as a guide, I was unable to decipher the assembly drawing nor its intended location on the model.

All the decks and the open external staircase leading down from the second floor I stained with spray Minwax. All decks, stairs, walls, and roofs, when all else was done, I weathered with black, brown, yellow, and orange chalks applied with a brush.

I added some bent wire handles to the sliding doors and an SSLS grab iron to the basement door. I also put BTS brass doorknobs and plates on the four regular doors.



outstanding model with many rooflines, numerous appurtenances, and surface variations that create a nice overall visual appeal. Build something; it's good for your soul.

A second thinko is in the boiler

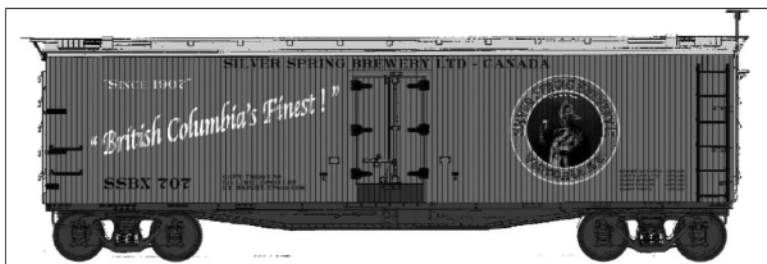
As can be seen, the kit results in an

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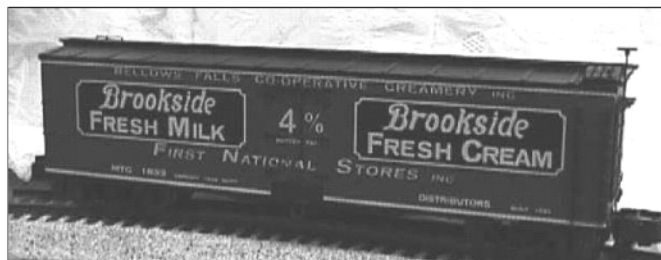


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THE CLUB SANDWICH

By Dave Pool

The Bristol S Gaugers (BSG).
The club sponsored the 2008 NASG Convention and those attending enjoyed the annual event.. Joe

Santoro and John Capuco were recently welcomed as new members at the March meeting. Mike Williams was also welcomed as a new member at the June club meeting, hosted by Doug Peck, in Newburyport, MA. The club held their summer cook out in North Hampton, N.H. as hosted by Ed and Bobbi Stead. The club planned to set up and operate their portable layout at the Newmarket Festival, held on Sept. 20-21, in Newmarket, New Hampshire. The Sept. meeting of the club was held at the home of the club president, Tom Robichaud on Sept. 9, 2008. Tom has raised 110 tomato plants and was hoping to get 60 quarts of tomato sauce from the plants. Tom has a detailed S layout that has been featured in the *S Gaugian* magazine. An article in the Summer newsletter issue of the club by Alan W. Blicke describes rolling stock, and buildings of the prototype Adamsdale & Wrentham three foot narrow gauge RR that can be used a prototype for a standard gauge S model RR. The article describes the mining and delivery of Nubbelite, a rare earth material that was discovered on the right of way on the Wrentham & Uxbridge RR, an offshoot of the A & W RR. The buildings described would be very good to model for use in a confined model RR space, and include a station and express office. Nubbelite, as it comes from the ground is a dark red-purplish color (powder and chunks), which is processed and used to accelerate the flow of water through hydro electric turbine generators as operated from water behind a large dam. During the later years of World War II, the U.S. Government used the earth material to make heavy water..

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 Connecticut S Gaugers (CSG)
The set up and operated their modular layout at the NASG Convention, in Lowell, MA. The set up was coordinated by Steve Kutash, V.P. of the club in charge of the module displays with the help of other members who brought modules to the convention. Club member Al Marotta, along with club president Bill Fuhrman helped organize the convention layout set up and operation, based upon those members attending the event. The club layout normally includes tracks operated with AC, DC and DCC power supplies. Operation with DCC was recently instituted on their modular layout. The next layout set up is planned for the train show on Nov. 23, to be held in the Cheshire High School, as sponsored by the Ram Band. The band parents prepare and serve food at the show. The band sponsors shows in the Spring and Fall, and these shows were the first where 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 Stan Stokrocki for their June meeting in Poughkeepsie, N.Y. on June 21, 2008 The host has a detailed S scale layout with reliable operation and detailed scenery . The club also met on July 26, 2008 at the home of Dennis Caruso, in Shenorock, N.Y. Dennis has a unique and well designed and constructed layout around his garage. The layout includes several bridges that can be lowered to allow "normal" use of the garage for vehicle parking. Bill Fuhrman is club President, Steve Kutash, V.P.; Craig O'Connell Sect'y-Editor; and your column editor is Treasurer of the club. President Bill Fuhrman and Bob LaRiviere have been busy building two straight modules that can be included in the club layout set-up, one at each end. Bill Mark and his family hosted the club for a meeting on Sept. 20 at their home in Pleasant Valley, N.Y. The Mark's family layout can be found on

the club website at: <http://trainweb.org/csg/mark.html> as set up by Craig O'Connell. The layout is fashioned to the New York Central prototype RR that Bill and his son model. They are very skilled S gauge modelers. Club member Henry Hyde was scheduled to host the club meeting in Seymour, CT. in October and Bob Davis to host the December club meeting in Old Lyme, CT. Dates of these meetings were to be established at press time. A recent issue of the Club newsletter as published and distributed by Craig O'Connell included an ad for a train show to be held on October 11/12, 2008 at the A.C. Gilbert factory, Peck Street, New Haven, CT. The show is being organized by Club members John & Robin Vanacore The June issue of the club newsletter included a listing of 52 paid members for the year 2008. Several additional members have renewed their membership status since the listing was published.

The Pioneer Valley S Gaugers (PVSg) met at the home of Charlie Bettinger in Vernon, CT. for their August meeting.. Charlie's layout is being rebuilt after moving,, and much has been done to detail scenery on the layout. Eleven members attended, including the host. Dave Sullivan hosted the club for their September meeting, at his home in Bloomfield, CT. Bob Gravel is scheduled to host the club's October meeting. Frank Grano ably edits and distributes the club newsletter, and Dave Plourde, founder of the club, is a contributing editor. Club member George Reneris attended the recent NASG convention and won first place in the Modified AF Accessory category, for his automated Gabe the Lamplighter. George also won second place with his Reading RR camelback 4-4-2 locomotive in the Hi-Rail Steam Locomotive category. George also entered a galloping Goose converted to standard S gauge from On30 which won first place in it's category. The club members met at the home of Steve Allen for their July meeting. Steve's layout ran flawlessly, and those attending the meeting got to view a CD of the Buffalo Creek & Gauley RR, built by Brooks Stover. Eight members attended the meeting in July. Club members Steve Allen and Charlie Bettinger were presenters at clinics for the recent NASG convention.

The Western N.Y. S scale Association (WNYSSA) held their September meeting at the home of Mike Barren, in Cowlesville, N.Y. on the 28th of the month. The club set up an S gauge layout with the RASG at the GSME Train Show to be held on March 30, at Batavia Downs, Batavia, N.Y. The **WNYSSA** brought corner modules and some straight modules, and the RASG brought straights to set up a display layout at the show. Don Webster coordinates the module set up done by the club. Gregg Mummert coordinates the club activities and edits the club newsletter. The newsletter is being distributed by e-mail, as a cost savings to the membership. The next display of the club layout is scheduled for the TTOS Train Show, at Leonard Post Hall, Cheektowaga, N.Y. on Oct. 26, 2008. The club is planning to bring and operate a layout at this event. Paul Wachowicz held a work session at his home in North Tonawanda, N.Y. for the club layout on Sept. 17. The club is considering setting up and operating their layout at the GSME Show, on Nov. 9, 2008 at Batavia Downs, Batavia, N.Y., and a TTOS Show at the Leonard Post, Cheektowaga, N.Y. sometime in January, 2009. Club member Lew Cabello hosted the club members for the June meeting, in Youngstown, N.Y. The host had train items for sale from a train collection that he recently purchased. The club renewed their NASG booster ad, which will appear in the directory issue soon to be published. Several work sessions are needed to get the club 4 ft. x 8 ft. layout ready for the Fall shows. Wiring and scenery need to be planned and completed, and club members are needed to claim real estate on which they will build buildings or make scenery. Several club members attended the NASG convention, and reported on their experiences at the event.

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 set up a layout at the GSME Train Show held at the Batavia Downs Fairgrounds on March 30. with the WNYSSA. The club brought straight modules to be used with corners brought by the WNYSSA. Both clubs' members brought and operated their S trains at the event.

The Waybill is the official newsletter publication of the **South Jersey S Gaugers (SJSJG)** and the club meets on a regular basis on the first Friday of the month, at the Stratford, N.J. Senior Center. Play Trains events held by the club are meets at a member's home to operate a layout or visit to a model RR event or place, without any club business meeting taking place. Officers of the club are: Hank Worrell, Pres.; Mike McConnell, V.P.; Steve Politowski, Sec'ty.; Joe Balcer, Treasurer; and Jim Oliver, Ass't. Treasurer. Mike McConnell edits the club newsletter.

The club brought and set up their layout at the recent NASG Convention in August, in Lowell, MA. Eight club members attended the convention including club president Hank Worrell and set up and operated their new layout. Greg Berndtson won no less than two First place awards a Second Place, Best in Class, and Honorable mention for the models that he entered in the contest at the convention. The models included a Mobil tank car, P & W gondola, armored vehicle on a flat car, and tanks on a DOD flat car. Member Joe Bolsar entered a RR speeder model in the convention contest, and won second place in the Kit & Converted Freight and MOW Category.

The club meetings typically have clinics related to the construction and maintenance of S scale trains, or other topics of interest to the members. Don McGinnis gave a clinic on weathering rolling stock at the April club meeting. The May meeting clinic was on scenery or weathering, for the members interest. Club member Tom Williams gave a clinic at the July club meeting on control panel orientation, and club president Hank Worrell is scheduled to give one at the October meeting on the repair of AF smoke units. A recent issue of the club newsletter included an article on using the Microsoft Train Simulator, and what modelers can learn from using the program, as written by John Aaron. The club set up and operated their layout at the Vineland, N.J. Veteran's Home at the end of last May. Tom McDowell coordinated the layout display which was enjoyed by both the veterans and the club members setting up a military theme layout. The club is planning to display their layout at a train show on Oct. 25, at the Yellin School, in Stratford, NJ,

and at the Magnolia, N.J. Historical Society benefit event on Nov. 22. The June/July issue of the *Waybill*, club newsletter included an article by John Aaron on scenery and the use of stationary items on the layout. John heavily illustrated his article with photos to depict examples of his scenery design ideas. John suggested and volunteered to formulate a "press Kit" that could be distributed to persons seeking information about the club at train shows or other events. John also wrote an article that appeared in the recent issue of the club newsletter describing the Wanamaker, Kempton, & Southern tourist RR. The RR operates from their depot in Kempton, PA. and provides service to Wanamaker, PA. in the Penn. Dutch country. Both steam and diesel locomotives are used for the tourist service.

The Neshaminy Valley AF Club (NVAFC) held their Sept. meeting at the home of Mike Berus. The host has made his basement into a concert venue, with a powerful sound system. The host gave a concert to those attending the meeting with his guitar and classic 1960's and 1970's music. The basement of the host has a kitchen and bathroom, and a storage room with floor to ceiling shelves upon which Mike has displayed his trains. Although there is no layout, the host set up several loops of track upon which S trains were operated. The club members welcomed Tom Keegan after his absence for some medical issues. The October club meeting was scheduled to be at the home of Joe and Nancy Fisher's home on the 10 th of the month. The hosts will have Halloween decorations and train displays for the meeting. Bob Hegedus will be voted upon as a new member of the club. Bob is a AF collector and operator who lives in NE Philadelphia area. The club scheduled a train running day as hosted by Tom and Cyndi Keegan in Shohola, PA. on October 11. Tom has a large AF layout to be used by those attending.

The Pittsburgh S Gaugers (PSG) held a Coffee and Trains get together at Kings Restaurant, in Harmerville, PA. on July 15, August 12, and Sept. 16, 2008. These meetings are well attended and are separate from the regular meetings of the club, held in member's homes. Club member Rich Caugherty hosted the club

in Penn Hills, PA. for their meeting on Sept. 28, 2008 at his home. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The August club meeting was held at the facilities of Kennedy First Alliance church, near McKees Rocks, PA. The club members attended the Greenberg Train Show with their layout, held on July 12-13. Roger Schneider and Jon Knox coordinated the attendance and set up. The club has found that good locations for meetings are church social halls or fire dept. halls. A member of the club can host the meeting and coordinate the availability of the hall.

The club members discussed possible programs for their meetings, and a lot of very good ideas were presented at one of the recent meetings. These included having a white elephant sale where members could sell their unwanted train-related items, and a clinic on assembly of a wood laser kit, where the club would provide, and members participating would buy, a small building to practice on as part of the clinic. New member Mark Skertich was welcomed at a recent club meeting. The October meeting of the club was scheduled to be held at the home of Lou Templeton, on the 25th of the month. The host has a layout under construction and members attending can operate AF, hi-rail, or scale trains.

The Susquehanna S Gaugers (SSG)
Tmet at the Wild Studio, near Oriole, PA. to participate in their fourth steam up event. Member Mark Anderman, a photographer and part owner of the Studio, invited club members to bring track, transformers, engine and trains along with their ideas to assemble on the floor. The event was held on April 5-6, and various club members attended and participated. Dennis and Corvin Oberholtzer along with Mark Anderman set up a double reverse loop with an automatic controller, and several members used American S-Gauge track to create a large loop around the perimeter of the studio, upon which a very long train could be operated. Jim Ingram set up a control system to operate two trains on the same track, with RR Concepts relays and track trips. Members returned on Sunday to operate trains on tracks set up the previous day. Joyce and Frank Smith hosted the club for their meeting on May 18. Sixteen members

attended the meeting along with two guests. Dick Purnell planned to organize a club trip to the Weaver Model Trains display layouts in the Fall.

The Baltimore Area AF Club (BAAFC)
The Baltimore Area AF Club (BAAFC) club members met at the home of George Glover on Oct. 4, in Westminster, Maryland. Twenty eight members attended the Sept. 14 meeting at the home of Monte Heppe. The host is planning a move out of state, and his layout will be taken down for the move. Monte has built several custom AF accessories and entered them in the NASG convention contests with good success. The club celebrated its 15th anniversary in 2007, being first formed in 1992. The club set up and operated a layout at the Great Scale Train Show, on October 11/12, and the Greenberg Train Show, on Aug. 2/3 in Timonium, MD. A recent issue of the club newsletter included an article by Monte Heppe on "Train Room Comfort for You and Your Trains" The most current club newsletter issue contained an article by David Avedesian on "How to Design a Helix for Your Operating Layout" The construction articles are included in the newsletters as a separate page, punched for easy saving in a three ring binder. The club members have decided to have train repair sessions at their meetings to make repairs on train equipment, and teach the members how to perform certain train repair techniques. The club does civic events with their layout which is commendable, and recently set up a layout at the Children's Hospital, in Bethesda, MD. and Johns Hopkins Hospital in Baltimore, MD. These events are well received by the hospital personnel and patients, their parents and visitors to the hospital.

The Atlantic Coast S Gaugers (Carolinas Div.)
The Atlantic Coast S Gaugers (Carolinas Div.) set up and operated a layout at the Great Train Expo Show, Raleigh, N.C. on Sept. 13-14, 2008. Club member Joe Haenn coordinates the club activities, and reported on the display. The layout was 22 x 26 ft., with a 26 ft. crossing yard. The layout included many operating buttons for visitors to operate various accessories on the layout. The club members have discussed and voted to support approx. 16 shows at which to run their modular layout. The club along with the Georgia Div. members set up and operated a layout at the Great Train Expo,

in Knoxville, TN. on Sept. 20-21. The layout featured two 30-ft. center passing yards, and three lift bridges. There were five separate trackages operating at the same time. Nick Cianciosi set up his Thomas The Tank Cab, with train announcement and whistle. Nick also set up a magnemometer-powered (hand cranked) DC train race featuring S Helper DC switchers and trackage.

Good news from the **ACSG** is the formation of the **Piedmont Division**. This club encompasses an area from Charlotte, N.C. to Anderson, S.C. along I-85 and from Asheville, N.C. to Columbia, S.C. along I-26. The members will continue to support and operate modules, and they want to evolve into a club that will meet at members' homes. Bill Ware and Gene Sankowski are coordinating formation of the new club. David Bulkin supplied information on the club. There are fifteen members of the new club and module ownership is not a requirement for membership.

The Delaware Seaside Railroad Club (DSRC)
The Delaware Seaside Railroad Club (DSRC) had an S gauge modular layout set up at the Spring TCA York, PA. meet. They are a multigauge club with a number of active S gauge members, several of which are NASG members. Bill Mixon supplied information on their club set up and would like to have the club listed in the next Club Directory published annually in the *Dispatch* magazine. Bill resides in Ocean View, DE.

At a recent meeting of the Chicaoland Area S Gaugers, a *show and tell* session was held where members attending could display and explain about an unusual train, model project, or other item of that might be of interest to the club members. The **CASG** was founded in 1970, and incorporated in 2008. The June meeting of the club was held at the home of Will Holt, in Hoffman Estates, IL. Past meetings of the club have been held at the St. Paul Lutheran School. The club was planning to set up and operate one of their layouts at the Southland Train Show, held on October 25-26, at R.L. Richard High School, Oak Lawn, IL. Club member Joel Weber has started a monthly get together at his Naperville, IL. home to run trains on his layout. The get togethers are planned to be from 1:00 to 4:00 P.M. on the host's layout which is relatively large

featuring four main lines, for continuous running of trains. Members and friends are welcome to attend the events. The **CASG** members have been working on their modules, and have wiring done so that they can operate trains using standard AC, DC, DCC, Trainmaster Command Control, and Locomatic control by switching power supplies. Joel Lebovitz has been coordinating improvements on the club modules. The club held their annual Summer family outing that was planned at the June meeting. Past events were held at the Illinois Railway Museum, Fox Valley Trolley Museum, and the Hesston Steam Museum.

The Miami Valley S Gaugers (MVSG) set up and operated a layout at the Eaton Tractor Show held on Aug. 15-17. The club planned a summer picnic, but details were not finalized at press time. The club plans to set up and operate their layout at the NMRA Train Show, Hara Center, Dayton, OH. on Nov. 1-2. Club members were saddened by the passing away of member Mel Taylor on June 24, 2008. Mel attended the recent Spring S Spree, and was at a club meeting at the home of Bob Bernard recently.

The Hoosier S Gaugers (HSG) recently issued their first issue of their quarterly newsletter. It was distributed via e-mail with a colorful heading with the motto: **"Promoting the NASG and all aspects of S scale in Indiana"**. The first meeting of the club was held at the home of Doug Evans, in Batesville, OH. It was scheduled to be held at the Columbus Area RR Clubhouse, but weather conditions required an alternate location, and Doug generously offered to host the event. Over a dozen potential members attended, and the **HSG** modular layout was set up and operated along with a very large HO layout. The second event that the club is sponsoring is the fifth Annual Indianapolis S Show, to be held on Saturday, Nov. 8, in the Indianapolis, IN. area. Coordination of the club activities is by several members including: Doug Evans, Charles Malinowski, Bob Morrison, Stan Maddox, and Jerry Schnur.

The Central Ohio S Gaugers (COSG) met at the home of Rob and Lynn Berridge, Hilliard, OH. on March 30. The host has a large S layout, and it features a

lot of Pennsy motive power, including both S scale brass, and Hi-rail American Models, engines and cars. Alan Evans club secretary, ably edits the club newsletters, distributed via e-mail. The club held their annual picnic on June 29, at the home of Lowell Henthorn, in Apple Valley, OH. Lowell has generously hosted the picnic of the club members in past years, and there is the opportunity to swim, boat, and enjoy the host's layout. Good food was available to those attending. A recent issue of the club newsletter had an ad for the Timkin Roller Freight tank car that the club has had made and offers for sale to S gaugers. Club member Tom Brinker in Westerville, OH is handling sales of the car.

The Stateline S Gaugers (SLSG) has a newsletter ably edited by Vera Flood, and the various issues provide interesting facts about railroads and the club activities. **SLSG** club officers include: Dave Wilma, President; George Sorensen, V.P.; Vera Flood, Secretary; Dave Pippett, Treasurer; and Dick Bird, John Larson, and Mac McGrath, Board of Trustees members. The club is planning for the 2009 Fall 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 Dave Wilma 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 club held their picnic on August 17, 2008. The event was at the Roland Olson County Forest Preserve. A mailing was made to all known S gaugers in the area where the club holds events and meetings, but no replies were received from any possible members. David Wilma suggested that brochures be placed in the local libraries to solicit possible new members. Art Doty and Mac McGrath co-hosted a club meeting/outing at the Illinois RR Museum on Sept. 21, 2008.

The "mod" squad (modular layout) team of the club has been meeting every Monday evening during the summer months to upgrade and maintain their layout. Such a meeting on Sept. 8, was held at the hanger at the Poplar Grove Airport when a long passenger train was run on the layout in the dark(with the pass. train cars illuminated). Club member Terry

Dyer is scheduled to host the next meeting of the members on October 19. The annual Christmas party is scheduled to be held on Dec. 20, at the Firefly Restaurant, Loves Park, IL. Club members were saddened by the passing of Margaret Tanner, mother of member Dave, and Donna Busjahn and their families. David and Janice Wilma hosted the club members for their Sept. 21 meeting at their home in Crown Point, IN.

The Southeastern Michigan S Gaugers (SMSG) held their September meeting at the home of Ken Garber in Windsor, ONT. Canada. (a passport was not required to attend the meeting which is near the Windsor-Detroit tunnel.). Ken Garber is president of the club and Sig Fleischmann treasurer. 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 has 46 members as reported at a meeting last year. 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. Club member Terry Dwyer coordinated the members attendance at the Railfan Weekend at Crossroads Village & Huckleberry RR on Aug 2. An S scale modular display was operating, and members could bring scale S gauge equipment to operate there. Attendees had to pay a park entrance fee to attend the event. At the July club meeting the members celebrated the 90th birthday of Joel DeWitt with special cakes supplied by Gaylord Gill. The annual club picnic was coordinated by Earl Carlsen at the property of Bill Hays, in Hadley, MI. The October meeting of the club is scheduled to be hosted by Dave Held, and the Nov. meeting by Bob Stelmach.

The Northern Ohio S Scalars (NOSS) held their August 24 meeting at the home of Bo Hammarling in Shaker Heights, OH. The host models the three foot gauge Sumpter Valley RR in S scale. The track gauge would be a tad smaller than that of HO scale full size trains. Jack Sudimack coordinates the club activity, and John Henning ably edits and distributes the club newsletter issues. Jack and

Sharron Sudimack hosted the second annual Interstate *S Scale Get Together*, in Medina, OH. on Sept. 27. The event included operation of yours or Jack's equipment on the host layout, visits to Al Clapp's or Bob Yankee's layout, and return to Jack's for a cook out and more operation.

The Badgerland S Gaugers (BSG) are scheduled to hold swap meets at the Knights of Columbus Hall, Greenfield, WI. on Oct. 26, Nov. 23, and Dec. 28. The first meet for the new year will be on Jan. 25, 2009. Club member Ron Schlicht hosted a recent club meeting held at the Greenfield News & Hobby Shop on Sept. 28. The club is planning to have clinics at more of their meetings. The **BSG** is working hard on finalizing plans for the Fall S Fest this Nov. 14-16. The club is making arrangements to have a reduced room rate at the Wyndham Hotel, for attendees at the Fest. President Steve Lunde is coordinating the event. The club Board of Directors decided to drop the September swap meet this Fall. A recent listing of the membership of the club included 74 members. The club held their annual picnic at the Pollworth Park, Merton, WI. Club members celebrated the birthday of Donald Goeke at the picnic, with a cake that was brought for the birthday celebration. Everybody had a good time and hamburgers, hot dogs, brats, and beverages of all kinds were available at the event.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their Sept. 12 meeting at the home of Cliff Saxton, in St. Peres, MO. The club set up and operated a layout at the MVNS Train, on Oct. 11-12 in the Kirkwood Community Center. The club also set up and operated a layout at the MISSOURI Historical Museum, Forest Park, MO. on Oct. 25, 26, 28, & Nov. 1. as part of their Transportation Days Celebration. The **AFSGSLA** planned to meet at the Ballwin, MO. home of Scott Pilarski, on October 24. Barry Dolan coordinated the event set up and operation as made by the club. Club member Bob Sobo has been laid up recently with surgery for a broken ankle, and the club members wished both Bob and his wife Kay a healthy recovery. The club recently established an e-mail address, at: afsgsla@sbcglobal.net. Club member Lloyd Taffee and his wife

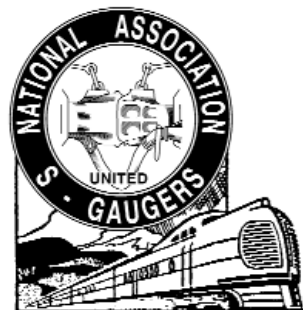
Norma celebrated their 50th wedding anniversary this past summer. Lloyd is a long term member of the **AFSGSLA**. Good news from the Macy's department store management that was a request to set up and operate the Christmas time store window S gauge layout at the Macy's downtown Dept. Store. The club planned a work session for the layout check out on Nov. 8, with the layout to be operational by Nov. 23, 2008. es.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN) is celebrating their 40th anniversary this year and will have an S gauge tank car made by American Models. Bob Bowen is coordinating the design and ordering of the car. Bud & Joyce Chadbourne hosted the club members for their July meeting in St Maries, ID. on the 19 th of the month. This was the annual picnic event for the club. Hamburgers, hot dogs and salads were served at the event. There was a car show and SM art show for those attending to enjoy as they might wish. These events were in a nearby park which has a statue of Paul Bunyon. Jon Kettner ably edits the club newsletter, and coordinates the club activities. Bruce Renshaw hosted the club members for their meeting on Sept. 20. Bruce Renshaw gave the club a AF UP Mikado No. 48041 steam loco, along with a Lionel Trainmaster controller. Bob has had some problems operating the loco which could be caused by the lack of an adequate antenna for the controller system. The club was strongly considering bringing and setting up a layout at the October 19 Spokane RR Show, as sponsored by the Inland Empire Chapter of the National Railway Historical Society, the IE Live Steamers, and the Spokane Model Railroaders. The show was at the LIAR Student Activities Bldg., Center of Campus at Spokane Community College. The club will be having a meeting/banquet in December at Conleys Place restaurant.

The Southern Calif. S Gaugers (SCSG) is in the process of designing standards for their modules and constructing same. Module sections will be made by those members so inclined, and a special meeting will be scheduled for module construction. The club visited the Inland Terminal Model Railroad Club, in Lawndale, CA. in May.

The San Diego S Gaugers (SDSG) met on August 23, at the home of Mike Forys, in San Diego, CA. and this was the first module construction meeting held by the club. The corner module dimensions and form factor for the corner design based on CAD analysis that Mike and Peter Gagnon collaborated on prior to the meeting, were finalized. The members attending the meeting built bench work for the first corner module that could be used to display at shows and events to advertise S gauge trains. Sixteen members attended the meeting. It was decided that the height of the modules should be compatible with children's viewing, i.e., not three feet above the floor. The May meeting of the club was held at the home of Peter Gagnon, and the June meeting was held at the home of Bob Graves. Peter Gagnon coordinates the club activities, and meetings. Club members Mike Forys & Peter Gagnon worked together to complete three more corner modules after the club meeting in August. The club held a meeting on Sept. 20 to plan the straight modules for the layout. Electrical work on the modules was done along with the straight module planning. Design and construction of support legs for the modules is under consideration and design, to develop a sturdy support for the modules. The club is tentatively planning to have an initial set of modules constructed and operating in time to display at the Great Train Expo, in Del Mar, CA. on December. 1-14. In order to meet this goal, the club monthly meetings will become module building work meets for as long as needed.

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.



EXTRA BOARD

S IN NON-S PUBLICATIONS

- Oct. 2008 *RMC* – Keith Wills column on the earliest days of S and Cleveland Model and Supply, 2 full pages.

- Sept. 2008 *CTT* - Story on Gary Ellman's AF layout

- Oct. 2008 *CTT* – Feature article by Joe Deger on creating a special Royal Blue AF Pacific out of a Silver Bullet one. And for Frank Ellison fans there is an article by Fred Dole on his recreation of a Delta Lines town in O hi-rail.

- Nov. 2008 *MR* - 4 page color story on milk trains by Ed Loizeaux. Also Vic Roseman has a multi-scale article on detailing model trucks (vehicles).

- Oct.-Nov. 2008 *O Gauge Railroading* – Our own Stumpy Stone has an On30 layout featured in this issue – well it's almost S.

NC SHOW

The modular layout by the Carolinas Division of the Atlantic Coast S Gaugers was a big success at the Great Train Expo Show in Raleigh on September 13-14. In operation was a 22 by 26 layout with a 26 foot crossing yard, in part due to the creative use of one yard module and Rhett George's new lift-gate module plus numerous push button-operated accessories. In addition, Nick Cincios's Thomas the Tank Engine layout (for the little kids) and the magento hand-powered DC train race (for the older kids and adults) were show favorites. All of the modules plus all operating gear and Nick's extras were securely packed into Marvin's new horse trailer and are awaiting shipping this coming Friday for the Great Train Expo in Knoxville, TN on September 20-21, where we hope to start an Eastern Tennessee/Western North Carolina Division of the Atlantic Coast S Gaugers.

- Joe Haenn

LAST RUN: Steam Depot's John (Jack) Chapel passed away at age 77 on July 31st.

LAST RUN: Member Emerson Lamb of Blue Ridge, VA passed away in September at age 84. He was a long time AF operator.

NASG AT THE NATIONAL TRAIN SHOW

July 18-20, 2008-Anaheim, CA

Gerry B. Evans

Bill McClung, of Red Caboose fame, Paul Washburn, and I represented NASG at the National Train Show (NTS) in Anaheim, CA, July 18-20. Don Thompson, SHS Showcase Line, had made all the arrangements for our two booths. The NTS is held annually in conjunction with the NMRA convention.

We had S products and literature that were provided by many of the S manufacturers, retailers, and publishers. Additionally, I hauled along a half-dozen built-up models: rolling stock and structures, for our display. Most of the products were sent to Bill in LaSalle, CO where he put them on a pallet and shipped the aggregation to Anaheim. As the show drew near, and time was running out, a good portion of what we displayed was sent to and housed by James McAuliffe, a member of the S. CA S Gaugers. His club had worked long and hard to ready the marvelous modular dual-track layout they ran during the entire show. They were especially proud of their recently-added, and quite-unique, orange tree grove.

What follows is a list of the companies that produce the products and literature we had on display: SHS Showcase Line, American Models, Showcase Miniatures, River Raisin, Turner Model Works, Grand River Models, Laser Art, Smoky Mountain Model Works, Southwind, S Scale America/Des Plaines Hobbies, Lehigh Valley Models, GC Laser, Tom's Track, Branchline, Am.

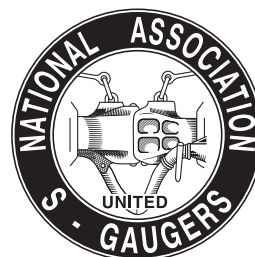
Model Builders, and Scenery Unlimited.

Additionally, the following S manufacturers had booths at NTS: Frenchman River Model Works (boats), Aztec Track Cleaners, Wild West Models (Western-style building kits), S Scale America (Des Plaines Hobbies), Railmaster (sound units, white metal figures, S and Sn3 engine kits), NJ Signals (signal towers), Barr Mills (craftsman-style building kits), and Hunter Lumber (trestle kits and Mt. Albert lumber).

Over the three days, after a sweaty and grueling half-day of set-up with no air conditioning, we had hundreds of attendees stop at the NASG booths. Total show attendance was announced at over 38,000. The product that drew the most attention was track. After that, plastic freight cars were the number two subject, and in third-place were R-T-R locomotives, both steam and diesel. We received many of the usual comments about, "The perfect size..." and, "If I didn't have so much HO..."

We gave away probably 95% of the literature we had on-hand. This included numerous back copies of the *NASG Dispatch*. People were thrilled to get them.

The only thing that might have improved our booths is the addition of a small operating railroad on a couple of tables. As we were already pressed for space with two booths, a modest layout addition might require expansion to three. Lastly, on behalf of NASG, I'd like to personally thank all the wonderful guys from the S. CA S Gaugers for all their help, sharing, support, and.....truckin' our stuff around.



S-CALENDAR



Southern California S Gaugers' modular layout at the National Train Show (NMRA) at Ahaheim, CA in July.



Vic Tidd and Jeff Smith man the RailMaster Hobbies booth at the National Train Show. *Photos this page by Gerry Evans - see report one page 34.*



James McCauliff and Jeff Kruger stand behind an S module at the National Train Show donated by RailMaster Hobbies.

Nov. 8, 2008: 5th annual all S scale Meet hosted by the Hoosier S Gaugers, Carmel Lions Clubhouse, 141 E. Main St., Carmel, IN (near Indianapolis) . 10 a.m. to 3 p.m.. Dealer tables, clinics, door prizes, operating layouts. Bring and brag dinner for earlybirds on Friday night. 317-566-1748 or bmry1905@yahoo.com

Nov. 14-16, 2008: Fall S Fest, Milwaukee, WI, Wyndham Hotel - near airport and Amtrak stop. Large hall within hotel, display layouts, layout tours, banquet, clinics, train races, non-rail tours, contest. Easy access from airport, I-94 or nearby Amtrak station. www.trainweb.org/bsg. or contact: 262-538-4325

Jan. 29-31, 2009: O-S Scale West Info TBA

Feb. 25-29, 2009: Sn3 symposium, LaQuinta Inn, Clearwater, FL - www.sn3.org/2009.

May ? 2009: Spring S Spree, Strongsville, OH, Holiday Inn Select, sponsored by the Cuyahoga Valley S Gaugers. Info TBA.

Aug. 4-8, 2009: NASG Annual Convention, St. Louis Marriott St. Louis Airport as selected by the BOT.

Bids open for NASG Annual Conventions 2011 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: leemax@jps.net.



SCALE COUPLER

COMPARISON

By Art Armstrong

Early in their S-scale modeling career, S scalers must decide on couplers. Their choice will depend in large part on whether they want display models with scale size couplers or operation.

If the choice is operation the next question is what compromise to make balancing scale appearance with reliable operation. Operation requires the ability to couple automatically. Uncoupling has the option of using under-track magnets or uncoupling by hand.

It is difficult to recommend couplers to a modeler until you know his desires for his layout or models. There is no perfect coupler - yet. There is always a balance between appearance and operation and the success in operation is measured by coupling and uncoupling ease. Here are some more pictures showing the couplers joined to help select something that will suit your needs.

If you are facing this decision the best way is to try each of them on a small scale. Buy a pair of each, install each one on the end of a car and get a feel for how they work and look.. Considering only those couplers that are commercially available at this time, the choice emerges from these four couplers. See photo of 4 couplers.

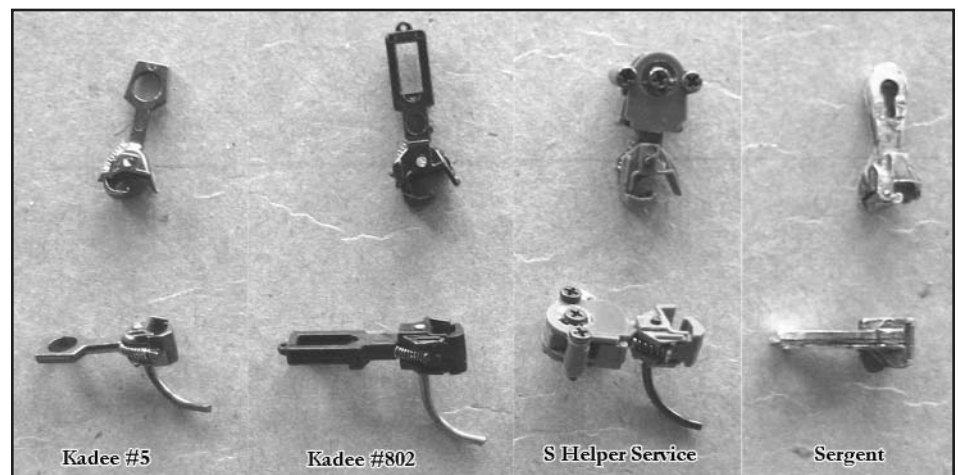
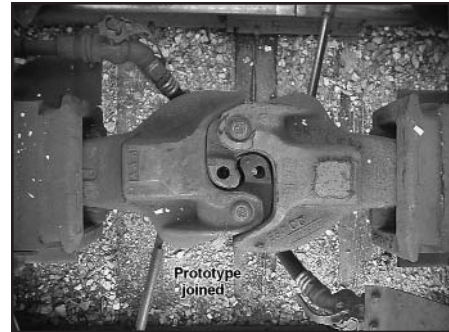
- The Kadee #5: An HO coupler chosen by many because the size is close to scale.

- The Kadee 802: A design for On3 but used by many because of its good operation and easy installation.

- The S-Helper-Service coupler: Mates with the KD 802, comes already assembled, and installs easily on SHS cars.

- The Sergeant Coupler: Built to

scale. Has great appearance but a tricky assembly. Automatic coupling. Uncoupling is manually with a magnetic "wand". Does not have the gathering range of the others but wins on appearance. Sergeant couplers are the only scale coupler that can have a slot and hole added to the knuckle for link-and-pin coupling.



Learning about Realistic Operation from the Guru Himself

Way back in 1944, a New Orleans gentleman named Frank Ellison wrote a landmark six-part series entitled "The Art of Model Railroading" for *Model Railroader* magazine. His series established the foundation for operating a model railroad based on the prototype functions of making up trains according to manifests, setting out and picking up cars at on-line industries using switchlists, and operating trains according to schedules – all with no onerous paperwork tasks. These days there exist a multitude of both manual and computerized operation schemes, but they all have their roots in Frank's series.

Frank illustrated his series with scenes from his O scale outside-third-rail "Delta Lines," along with many tables and charts that provide both the mechanics and examples of real operation. But don't let the oddball scale and power distribution system get in the way of learning and enjoyment. S scale's own Frank Titman used this same system on his renowned Delaware and Western layout during his editorship of the "S Gauge Herald." You can have your own CD of this seminal series from the Mobley Library for \$2 postpaid. Two formats are on the CD: JPEG and MS/WORD.

Send your \$2 (check made out to "NASG Inc.," cash, or stamps) to:

Dick Karnes, Librarian

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Switching at Donaldson. Cars have been shunted to sand-yard trestle, meat packer's loading platform, wholesale grocery, boiler house at cannery, and box factory. The train is distributed but in the clear for an overtaking meet with No. 106, time freight due in five minutes, and No. 19, the Delta Limited. *Model Railroader 1944 photo*

Rail Mail cont. from page 5

use mostly Kadee 802's to go with the slightly larger railsize and wheel flanges. I agree that overall the manufacturers should make more of an effort to keep the dreaded LC couplers out of the pictures submitted to the scale-oriented magazines. To grow S, we have to attack on all fronts and keep putting our best foot forward.

Scale Couplers – which one? It's time to get down to the business of building layouts and running S scale trains. Last weekend my father came for a visit and brought a great looking brass MoPac 2-8-0, 18 period freight cars and a caboose to run. The train ran and looked great on my layout (the top level at 60" really makes you feel like you are rail-fanning). The cars had #5 Kadees, 802s and SHS couplers. The wheels were from many different manufacturers. I couldn't tell you which cars had what couplers or wheels – more importantly, it didn't matter. The train ran great, the cars stayed coupled together and didn't derail. In my opinion, you can nit pick couplers, wheels, rail size

and hundreds of other things in our scale, but when it all comes together running around the layout, no one thing stands out.

- Danny click, Troup, TX

Some Coupler History: When the drawings arrived for the F3s we saw a huge problem. The units with KD 802 couplers were too far apart by several feet. In HO this problem is solved by using the KD 33 couplers that have a much shorter coupler box. I called Larry Edwards of Kadee and begged them to make this coupler in S scale. Larry was not even a little interested. I told him that we would order thousands of these for our series of F units and ore cars. He said he had an S scale coupler and did not need another. This is why we have a 01295 coupler. The problem of not actually making a 100% 1:64 coupler is once we did some research, we did not think they would easily couple with the 802 and the #5. For us, that was a poison pill, so we made the 01295 to couple with thousands of #5s and 802s already in the market.

- Don Thompson, SHS

More on Scale Couplers: The coupler question has always been a source for many views. The Sargent coupler seems to be favored by the “really, really” scale people for appearance and scale fidelity. The oldest scale couplers used commonly in S are the Kadee #5s (HO) with the trip pin lengthened. The #5 offers delayed uncoupling. The #5s also benefit from having lots of flexibility in terms of mounting methods, shank size, pads, etc. They are about 10-15% undersize for true 1:64 proportions.

I worked for Kadee for three years and know their stuff. I tried to get them interested in a true S sized coupler with scale draft gear box -- no luck. Maybe it might be worth our collective efforts to request a scale S coupler instead of having the oversized On3 or the undersized HO one.

Then there is the McHenry HO couplers – a clone of the HO Kadee, but about 10% oversize for HO – very close to S. Has anyone approached them?

- Dr. K.(Peter) Loeb



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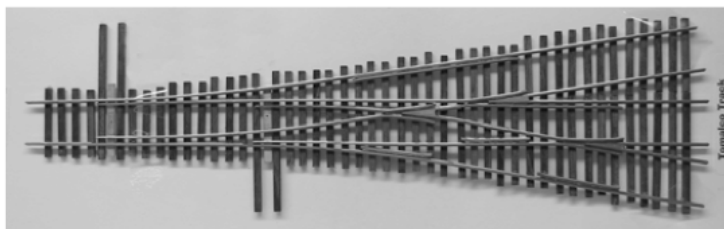
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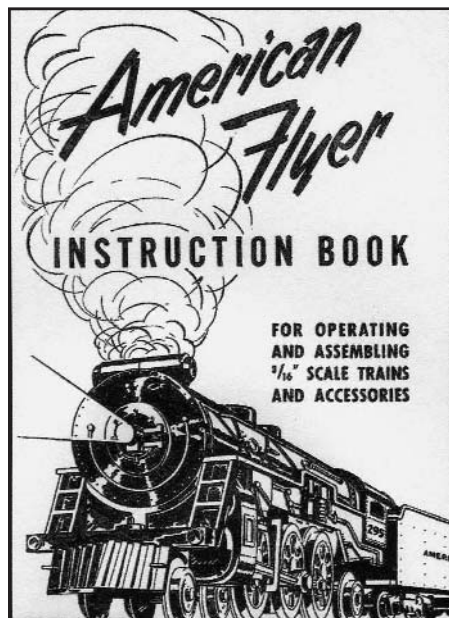


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