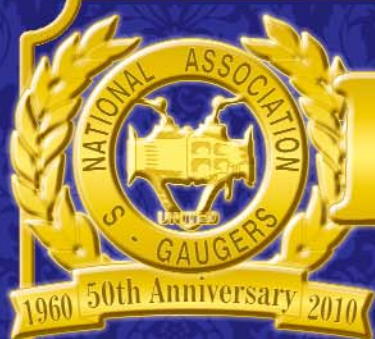


April 2010

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Volume XXXIV Number 2



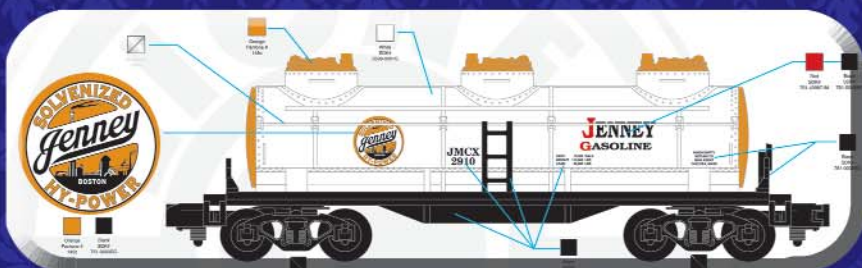
DISPATCH



Convention Update



Backhead Review



Elk & Gauley
Progress

Kit-based
Gondolas

50 Years of S: Scale • Narrow Gauge • American Flyer • Hi-rail

Get 'Em Before They Are Gone! These kits will be Retired Soon!

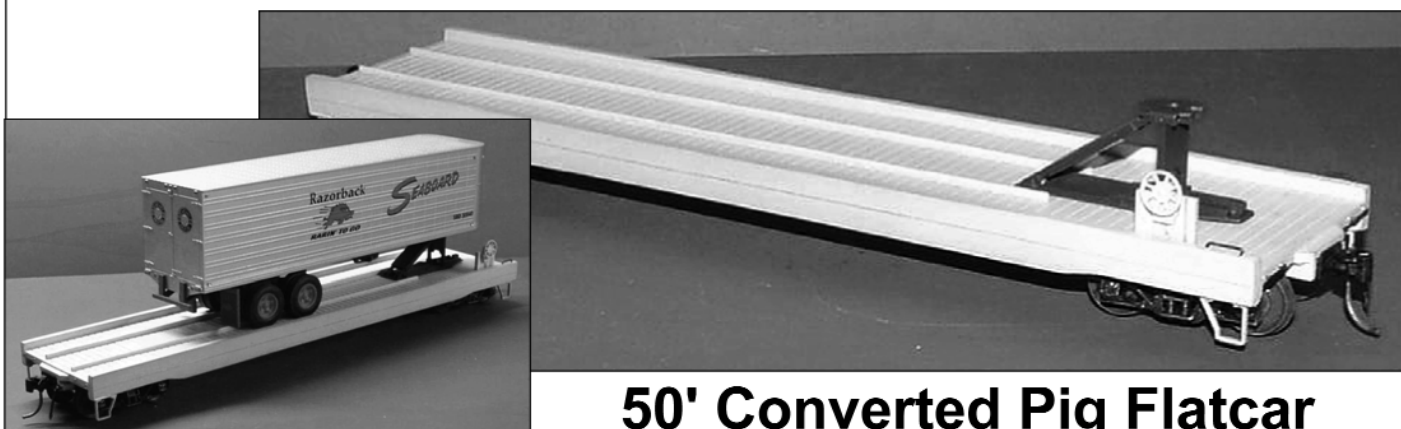
Evans Gondola



#09201 \$ 69.95

In 1975, the Southern Iron and Equipment Co. started building a 52'-6", 100-ton gondola. Evans took over SIECO and continued building the cars through December 1981. A total of 1,730 cars were built with three minor body variations. This model represents the second, and most common, version of the car.

The unpainted kit consists of high-quality, no-odor urethane castings for the one-piece body and separate frame, hidden weights, and brass & white metal brake components. Easy assembly with ACC or epoxy. Less decals, trucks, and couplers.



50' Converted Pig Flatcar

In the early 1980s, the Norfolk Southern needed additional piggyback flat cars. Starting with old 50' boxcars, they cut away the bodies, stiffened the frames, and added a trailer hitch. Similar conversions were done by other lines. The unpainted kit consists of high-quality, no-odor urethane and metal castings. Easy assembly with ACC or epoxy. Less trucks and couplers; trailer is not included.

#09207 \$ 69.95

McCabe MoW Speeder

This speeder was inspired by one that ran on the Oregon-American Lumber Company. The body kit consists of laser-cut basswood, plywood, cardstock, and brass & white metal detail castings. And the driver, load, and decals are included! The fully-assembled mechanism is American Made by David Hoffman. It features a sheet brass frame, lost-wax end beams and steps, NWSL gears and wheelsets. Sn3, Sn2, and Sn42 kits are also available.



#08280 \$ 199.95

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NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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

NASG Membership Secretary,
Claude Demers
29 Redwood Terrace
Flemington, NJ 08822

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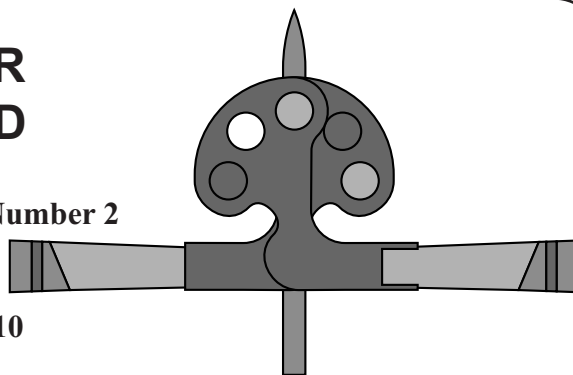
MAILING: The Dispatch is printed in the issue month and is mailed by the 4th Friday of that month. Please allow 2 weeks for delivery.

COVER: A Chicago Great Western freight comes off a bridge on Jim Malone's S layout. It will be open Tues. and Sunday in the Twin Cities for those on the way to and from the NASG convention in Duluth. -Photos by Ken Zieska

ORDER BOARD

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APRIL 2010



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

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NASG NEWS

2012 Convention Site Picked: The NASG Board of Directors will be sponsoring the 2012 NASG Annual Convention in Chattanooga, Tennessee, August 7-12, 2012 at the Chattanooga Choo-Choo Hotel. NASG members will have the choice of a conventional room or staying in a Pullman car. The hotel offers 14,000 square feet of dealer space, a separate layout room (near the bar featuring local brews), and its own (HO) layout/museum. Train excursions, rail yard tours, and much more will be offered.

New NASG Switching Layout: I've recently seen the "new" NASG switching layout. It was built by Doug Evans of Batesville, IN. Doug clearly spent some time building this thing. It's built like a tank and should withstand travel well. The trackwork is flawless, another Doug Evans' trademark, and he's installed some robust power routing micro switches on every turnout so there are no electrical problems on those pesky Shinohara switches. The layout and the DCC performed flawlessly when I saw it in operation. The NASG owes Doug a big thank you for his excellent work.

- Chris Borgmeyer, Westfield Center, OH

S RAIL MAIL

RPM Meet with S Scalpers: I just returned from a Railroad Prototype Modelers (RPM) meet in Savannah, GA, this weekend with Bob McCarthy and our small group of Atlanta area S Scalpers. We actually had seven S scalpers from all over the SE attending and displaying their models. That was incredible...like a mini-NASG get-together. We did our best to spread the "gospel" of S. There were lots of positive comments about the displayed models and S scale in general.

It is always amazing to me to see the minute detail work the HO guys/gals do on their diesel models. As always, the size of S was of major interest to those HO folks in attendance. Most HO modelers are now using special magnifiers these days, in addition to wearing their bi/tri-focal glasses - a sign of aging boomers. All spoke of the problem of "seeing" their modeling.

We also got to visit a fabulous HO layout of the Clinchfield Railroad in HO - four long coal trains operating over the line with DCC and dispatcher control - neat.

- Bob Hogan, Georgia. *This points out the advantages of two scales - our S for seeing and working with detail and HO for being able to operate long trains. Realistically, we can't promote huge layouts like the HO one for most of us, but we certainly can point out the size benefits and the building of moderate size layouts. Ed*

Russ Downs Comment: (sent to Bill Fraley) - You probably do not remember me, but I introduced myself to you (Bill) at the Central Jersey S Scalpers Fall Get-Together a couple of years ago. I was Russ Downs' closest friend, both in and out of the S gauge community. I met Russ in 1974 when he was starting to sell extra Amer-

ican Flyer equipment he had accumulated. Later on, I manufactured parts for him after he acquired the ACE line and started producing both the repainted Flyer shells and then his tank car line.

Russ had many interests other than trains. Probably his biggest love in life was his cats. He also loved sports, especially baseball. Russ was very outgoing dealing with people in the train community, yet did not talk much about his private life. Very few people knew he owned a restaurant at one time called "Teddy's Restaurant." Most people did not know he had been married. I spoke at Russ's funeral before his interment at Arlington Cemetery in Pennsauken relaying some of the stories he told me. He truly was a Renaissance man. Thanks for remembering him and writing the article for the NASG Dispatch.

- Jim Duncan

New 1:64 Modeling Guide: I just received my winter 2010 issue of Bob Nalbene's *1:64 Modeling Guide*. Wow! Each issue gets better. Congratulations to contributors Dick Karnes, Ed Loizeaux, Gerry Evans, Scott Dunlap and Gary Carmichael. Finally, a real S scale magazine. If you scale modelers aren't subscribers yet, you are missing out on a good thing.

- Bill Fraley

More on above: Bob is producing a fine quality magazine for S scale modelers, and I would hope that everyone on the Yahoo Group is supporting Bob with a subscription.

- Dan Vandermause *Yes, scalpers should support - just don't abandon the NASG. I enjoy my copy, and yes, it is improving. In the magazine Bob himself indicates he will check into the NMRA SIG thing that kind of got shuffled off into no-man's land. I feel if 1:64 Modeling Guide became the official pub of the NMRA S Scale SIG that this would enhance the success of the publication. - Ed*

Continued on page 30

Jeff's Junction



I'm toying with taking a new path in S – going more modern. I'm thinking of swapping all my transition era locos and rolling stock for 1970s-'80s equipment. To me this is a modern era where I can still have cabooses with 1st and 2nd generation diesels and freight cars. I'm still sticking with my concept of an Appalachian freelance branchline feeding a mainline. The mainline will be Chessie or CSX and the branch will be freelance.

You say there aren't enough RTR or easy-kit items out there for this or any newer era in S? Ten or fifteen years ago, probably so, but I don't see that now. Let's start with a possible loco roster for the era I mention. For the mainline RTR equipment I can use AM U25Bs, GP35s, GP9s, Trainmasters and SD60s; (Lionel) U33C. . For the branch power I can use RTR GP9s and S-12s by AM and SHS switchers.

Since I'm a passenger car lover, how would I work a passenger train in to this scheme, especially since my mainline would probably be a non-Amtrak route? Here's where I get creative. I could use a Chessie (CSX) business train on occasion with F3s or E8s. I could run an SHS 2-8-0 on the branch and main in excursion use.

Omigosh, OK, but now what will I use for RTR rolling stock? Well, from AM I can get tank cars, 50' ribbed boxcars, 50' gons, PS-2 covered gondolas, some hoppers, bay window cabooses. From SHS I can get the 53' flat cars, piggybacks, Ps-2 hoppers and wide-vision cabooses. From Des Plaines I can get H39 hoppers, coal porters, well-hole Husky Stack cars, former PRS covered hoppers and the modern boxcars now offered.

By sticking to the 1970s and '80s, I can still use some traditional railroad structures – a few abandoned coal towers, depots, etc. In this era most Chessie interlocking towers and depots were painted a dull gray, although on ex-B&O lines some buff schemes lasted into the late 1980s.

My vehicle collection will have to be updated to more modern trucks and cars. Only a few of the vintage cars might still be around for parades, car shows, etc. Hey, I could model some junkyards and that would make use of some of my '40s and '50s car collection. I'll need to buy or swap for some 1960-1980 muscle cars.

For trackside details I'll have to pay attention to not having semaphores (or very few), not having steam facilities, using yellow striping on my highways and using modern highway signage and billboards.

I'll have to make sure my minimum radius is about 45-54" now because most of the modern freight cars are longer and wouldn't look as good on tighter radii. On my layout I'll have to have a staging yard as I don't want to model a big piggyback or intermodal yard. I'll probably have a big paper plant, modern coal mine, a power plant and maybe some sort of factory that serves boxcars. Since these would probably be on a larger scale than small-town industries of the previous decades they most likely would be partial buildings built into the backdrops. One type of train I'll model for sure is a rock train. Here in Wisconsin on the CN the railroad runs a dedicated 6-day a week stone train using old ore cars from a quarry to stockpiles for construction near Chicago. They had plenty of quarries in West Virginia too, so that's what I'll do. The quarry will be mostly a photo backdrop. The prototype uses about 20 ore cars and one SD type diesel most of the time. I'll shorten mine to 10 cars – more doable in S.

Boy, now I've got a lot of transition era stuff to sell or trade. But I still believe in picking one general time era and sticking to it.

Now if you believe this so far – sorry – April Fools. As my wife says, I'm stuck in the past. I still love my '40s-'50s transition era for modeling. I love old cars and trucks. If my wife would let me, my house would look like a museum (kind of does in some places). My basement would look like the inside of a Cracker Barrel restaurant. Well, anyway, my ideas might still have some relevance for some of you wanting to model a bit more modern than me.

- Jeff



NASG.ORG

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN DIORAMA (www.americandiorama.com) is test marketing an S scale (1/64) firehouse pictured on page 7. No price was listed on the website, but comments to them about 1/64 structures might help.

AMERICAN MODELS (www.americanmodels.com) has a new B&O transition era boxcar available in brown with Sentinel Service lettering. It matches their brown Time Saver lettering which is also available now in RTR. \$ each. \$36.95.

CROW RIVER PRODUCTS (www.crowriverproducts.com) has some O scale resin scenery products that should work in S. In particular, I chose a photo of the concrete highway overpass structure going over two tracks that is 7-1/8" long. It's \$35 for the kit. Also, if you are checking the site, there's a stone arch bridge that should also work – It's 3-1/4" wide and 8-1/2" long per arch.

LIONEL LLC (www.lionel.com) has come out with the big volume 1 catalog for 2010 with plenty of Flyer in it. Some photos appear on the next page, but here's the list. Rolling stock: GN log dump car \$79.99, Wabash dump car \$89.99, AF blue and yellow truck unloading flat \$89.99. For \$69.99 each you have DM&IR single dome tank car, Santa Candy covered hopper, Comet chemical car, Sunoco chemical car, tri-color Post Office boxcar, UP hopper, BNSF flat with jet engine loads, flat with boat, white circus stock car, NYC Pacemaker stock car, Airco Gas boxcar, UP boxcar, WP Bay Window caboose and a catalog art boxcar.

For the collector Lionel is re-doing

the 1959 Defender Set with a GP7 and 5 cars for \$599.99. There is a 2-pack of Bakelite red and gray cars – a 3-dome tank car and a covered hopper. The steam loco offering for 2010 is the 2-8-2 in the Western Pacific scheme for \$699.99. Diesel fans will be able to get an D&RGW PA A unit pair for \$369.99. Matching passenger cars will be a 3-car set for \$249.99, plus an additional baggage car available for \$79.99. There's also a Rio Grande girder bridge for \$20.99. Other bridges available are a pony truss for \$26.99 and a through girder bridge for \$20.99 painted in Blue and lettered American Flyer or black lettered for Lackawanna.

Passenger car fans will like a full vista dome lettered for SF, UP or NYC for \$79.99 each. Modern baggage cars are offered lettered for C&O and NP. New accessories shown are a red floodlight tower for \$119.99 and a Sunoco Oil Derrick for \$79.99. Now – all aspects of S modelers – scale, hi-rail, AF should take a look in O section for a re-release of the concrete coaling tower \$129.99 and the tugboat and barge in Lehigh Valley paint.

SCENERY UNLIMITED (www.sceneryunlimited.net). Just a reminder to folks to check out Don Heimburger's catalog when looking for almost any S gauge product. A sister website (updated) for publications and books is www.heimburgerhouse.com. The *S Gaugian* now has its own Facebook page. Go to www.facebook.com to sign up and become a fan of the *S Gaugian*.

SERGEANT COUPLERS (www.sergentengineering.com). John Degnan suggested checking

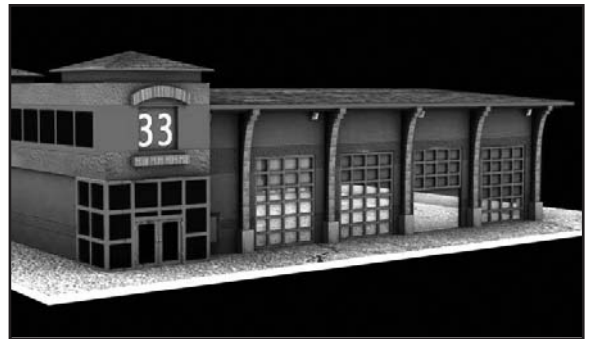
out the new and improved S scale coupler. Images shown are of a pilot model.

RIVER RAISIN MODELS has just announced that they will be importing the USRA 0-6-0 Steam Switcher in S scale Brass. They will begin accepting \$300 deposits for models in scale or DC hi-rail configurations. The models are being offered in 10 different railroad names if sufficient reservations are received for that road name. Road names planned: Baltimore & Ohio, CB&Q, C&NW, CNJ, Grand Trunk, Maine Central, NKP, NYC (Chicago Junction), Pennsylvania, Texas & Pacific, and the Union Pacific. Models will include a DCC ready nine pin wiring harness and correct tender for the railroad selected. Models will also be available factory painted with no lettering. Contact Dan Navarre at (248)366-9621, or www.riverraisinmodels.com.

THE SUPPLY CAR, LLC is coordinating the production of a laser type kit for a B&O wood-side cupola caboose. Info won't fit here so see **Extra Board** for the details.



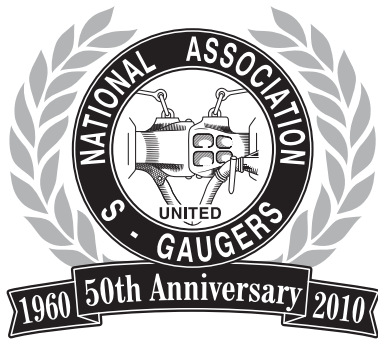
Operating excavator by? I lost the e-mail telling me who makes it. Anybody know? -Jeff



WHAT'S NEW



"The Defender"



NASG 50th Anniversary

National Association of S Gaugers Annual Convention

July 21-25, 2010

Duluth, Minnesota

BIG NEWS - Tony Koester coming to Duluth:

Big news from the thawing Minnesota Northland. The Pines & Prairies S Scale Workshop (PPSSW) is proud to announce that Tony Koester, one of model railroadings's best know authors/editors and public speakers, has agreed to deliver the keynote address at the Saturday night banquet of the 2010 NASG Convention in Duluth.

He has also agreed to conduct a clinic titled *Multi-Deck Model Railroad Design and Construction*. In it, he'll discuss the popular multi-deck approach to layout design and construction. His focus will be on his base-ment-size Nickel Plate layout, but he will also show examples of other multi-deck model railroads. Among the topics included in his overview will be vertical-pair towns, lighting, deck elevation and separation, reach-in distances, photographic backdrops and narrow-shelf scenery techniques.

Tony is the editor of *Model Railroad Planning* magazine and contributing editor to *Model Railroader* with his *Trains of Thought* column. He is also a former editor of *Railroad Model Craftsman* as well as the author of a half-dozen Kalmbach books on layout design and construction, coal railroading, scenery and realistic operation.

Having gotten his early start in S gauge, Tony spend a quarter century building and operating the HO scale Allegheny Midland RR, and he is now building a multi-deck railroad that depicts the former Nickel Plate Road's St. Louis line in the 1950s. He is also the At-large Director Worldwide of the National Model Railroad Association and the co-founder of the NKP Historical & Technical Society.

Tony is known as a gifted speaker and is always entertaining. His keynote speech at the Saturday night banquet promises to be lively and engaging for both NASG members and spouses. He is noted as a leader for creating or giving a public voice to new and better ideas in model railroading through both clinics and publications.

Check out the website for updates on the convention: www.NASG2010.com.

Welcome Supper and the Lake Superior Railroad Museum.

(Wednesday 5:30 PM, cost included in registration)

Highlights:

- Vintage equipment beautifully displayed indoors. - Enjoy a retired railroader explain the steam locomotives' workings using an animated prototype locomotive.
- Tour the RR china store room of thousands of pieces not open to the public.
- Take a trolley ride to shop building.
- Climb onboard for a walk through explanation of how a diesel works.
- Operate a Diesel locomotive on museum tracks with you at the throttle

A cash bar and buffet supper will be located right in this fine museum. The museum has a large collection of vintage equipment under one roof and they have put out the red carpet for us. As you munch and sip, check out a monstrous Yellowstone. Saunter over to no. 227 fully animated with an 'old head' railroad man in the cab to tell us about its workings. This steam engine has actually been "jacked up" above the rails and the wheels and gears are animated every 20 minutes with video footage of the engine in actual service.

Would you like to see the details of the streamline, lightweight passenger cars supplied by American Models? Information to add the extra details to your models? Several restored GN and NP passenger cars are available for your inspection.

One of the popular displays of the museum is a Northern Pacific passenger car filled with railroad china. The museum actually has a collection of china much larger than what can be shown in the passenger car. As part of this evening's activities, the RR china back storage room will be open for us with a guide to answer all questions. You will be able to ride the trolley to the shop building where another railroader will walk us through the workings of a diesel. And if that were not enough, for a modest extra fare of \$25, cap your day off by actually operating, as engineer, a real live diesel engine over a mile of track – starting, stopping, and reverse running.

S MODULES:

Minnesota's /Pines & Prairies S Scale Workshop/ is preparing for the 2010 NASG convention in Duluth, Minnesota, July 21-25, 2010. One of our tasks is construction of a set of S MODULES. Our plan is to operate an oval, and a point-to-point line. We thought we'd let you know about this plan now, in case it interests any individuals or clubs to bring modules. We want you to have plenty of advance notice for making appropriate travel plans. You may also want to bring a favorite locomotive (and matching caboose of course) for operating, we expect to operate primarily using DCC, but we may be able to accommodate AC (for AF) and DC. S MODULES have been a highlight of conventions past; we look forward to again providing the opportunity for you to show off the creative and operational fun of your modules at a national NASG convention. For S modelers who have FreeMoS or other non-SMOD sectional layouts, you are also welcome to bring them. Please contact Ted Larson or Walt Jopke at your earliest convenience to discuss your interests.



SPECIAL CONTEST:

First, in recognition of the 50th Anniversary of the National Association of S Gaugers, the PPSSW is pleased to announce the addition of a special one-time open category to the Convention Contests Program: "CELEBRATE FIFTY".

CELEBRATE FIFTY will be a popular vote category to honor this special anniversary of NASG. Anything that your imagination can conjure up which carries the 50th Anniversary theme can be entered in this category, model photo, or whatever!

There is no entry form, just bring your entry to Duluth! Check on-line at www.nasg2010.com under contests for the regular categories.

Rail Fan Things to Do:

The following items are all self-guided rail fan items for you to do on your own. No transportation will be provided for the following items:

Twin Port Railfan Guide for Duluth & Superior is available for sale at this location: Duluth Railfan Guide Ad-

ditional information can also be found by joining YahooGroup OreRail for current status reports regarding Northshore Mining Co. train activities.

Prototype Railfan Locations:

BNSF

Location: 28th Street Yard

Description: Primary receiving and departure yard located just south of 28th Street in Superior. Coal trains waiting to dump at Midwest Energy Resources Corporation (MERC)

Area: very safe

CN

Location: Pokegama

Description: Canadian National primary facilities

Area: very safe

UP

Location: Itasca

Description: Primary facilities for UP

Area: very safe

Northshore Mining Co

Location: Silver Bay

Description: Handles raw taconite from its mine in Babbitt to its pellet plant located in Silver Bay on the north shore of Lake Superior.

Best viewing area: Silver Bay and Highway 11 overpass near milepost 23.

CN

Location: Iron Junction

Description: Wolf and Fairlane: this stretch of former DM&IR mainline between Wolf and Fairlane can see up to 50 train movements per day. 1 hour north of Duluth.

Area: very safe

2010 NASG National Convention

50 Years of the NASG

July 21 – 24

Duluth, Minnesota

Vendor-Only Registration Opportunity -

Based on requests from several vendors who only want to sell, we have created a special Vendor-Only Registration Opportunity for the 2010 NASG National Convention in Duluth, MN.

This registration category will allow vendors to setup and sell in the Exhibit hall for the three days (July 22-July 24) but not participate in any of the other convention activities. The cost will be \$40 for NASG members and \$50 for non-members (by NASG rules, we still need to collect the non member fee). This registration includes one 8-foot long, 30 inch table. Other tables may be purchased at the convention center cost (see the registration form for table and other item cost details).

See our webpage (<http://www.nasg2010.com>) for details.

Walt Jopke, Chairman

This Time It's S

Chapter IV

Foam Hills, Bridges, and Tunnels

by Jeff Madden

It's been a while since the last chapter, which was basically about influences in the hobby. I discussed benchwork briefly in Chapter II. Yes, I've made some progress. Two thirds of the benchwork is up. What I'll show and discuss in this chapter is about the beginnings of roadbed, scenery and bridges.

The benchwork was built using the 1x4 ladder framework attached to L-shaped legs (1x4 and 1x3) described in Chapter II (Dec. 2004). I said I was going to glue the 2" styrofoam (pink) directly to the wood frame. Well, I changed my mind and decided to put a thin sheet of Luan (plywood) as a base for the foam. This was to allow for river beds (carving out the foam), otherwise, a base would have to be cobbled in to support a waterway.

Homabed 1/4" S roadbed was glued (PL 300 Foamcore) directly onto the pink foam as shown in the photos. Besides a trackplan I used sketches like the one below to plan where I wanted the track to go. I used a marker and rulers to locate the tangent trackbed, and I bent a lathe strip to create easement curves.

Roadbed on the branchline and sidings is a 1/4" lower profile cork roadbed (it actually measures 3/16" high). Where the branchline goes upgrade I used HO foam 2% incline risers by Woodland Scenics upon which I glued cork roadbed directly. Once the grade is reached I just use stacked foam for the higher level.

The beginnings of hills and mountains are shown in the photos. I stack and glue foam pieces to create the terrain. Then I use an old serrated steak knife and Sur-

forms to cut and carve the foam into the proper terrain. The look desired is the steep treed hillsides of West Virginia and the narrow river valleys. Trees will be pretty solid on the hillsides leading up into the backdrop. The mountainsides will be continued onto the masonite backdrops. The main river, the Elk, is modeled partially along the aisleways. Mountainous streams trickle in from the back edges of the layout in several places.

As is typical in the central West Virginia mountains, rivers, roads and railroads often share the narrow valleys. This is the effect I'm seeking. That's why the highway and town of Elk River Jct. is raised above the railroad and the river is below that. It's a typical terraced effect necessary to accomodate man's intrusion into the valleys to seek out coal and lumber.



Above is the junction of the B&O secondary main (front) and the Elk & Gauley branch ducking under the highway bridge. Bridge is a double track Walthers HO through truss kit. In the photo above and the sketch below the idea is to have a terraced effect with the highway and town at one elevation, the railroad a little lower and the Elk River at the bottom of the valley.

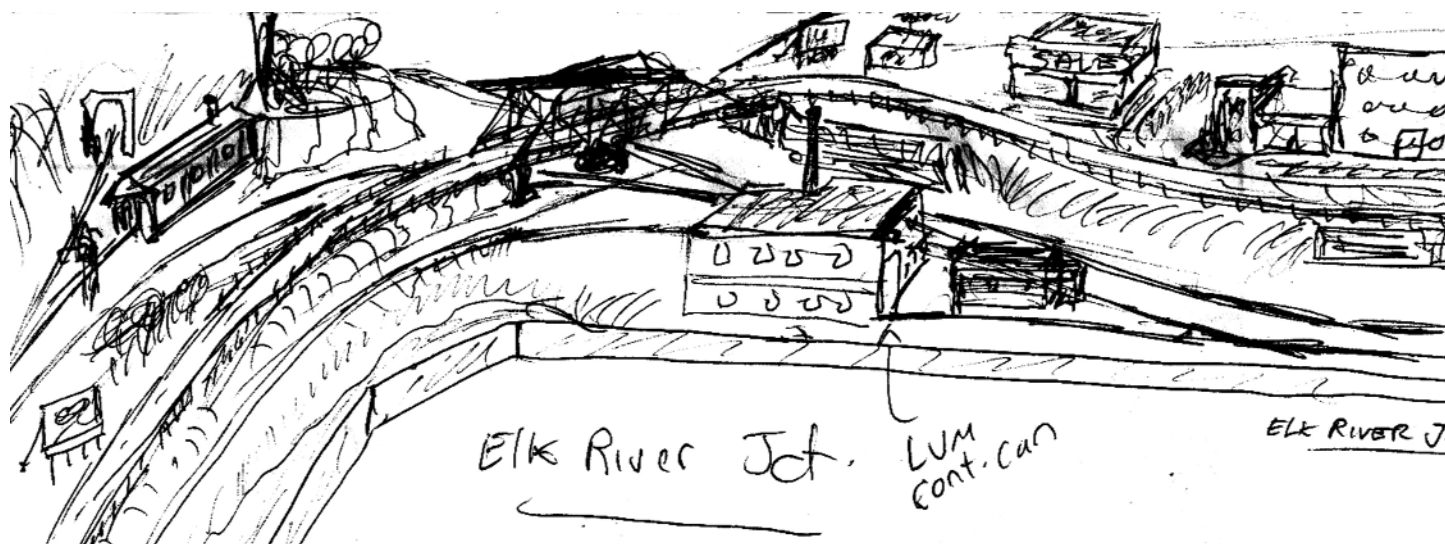
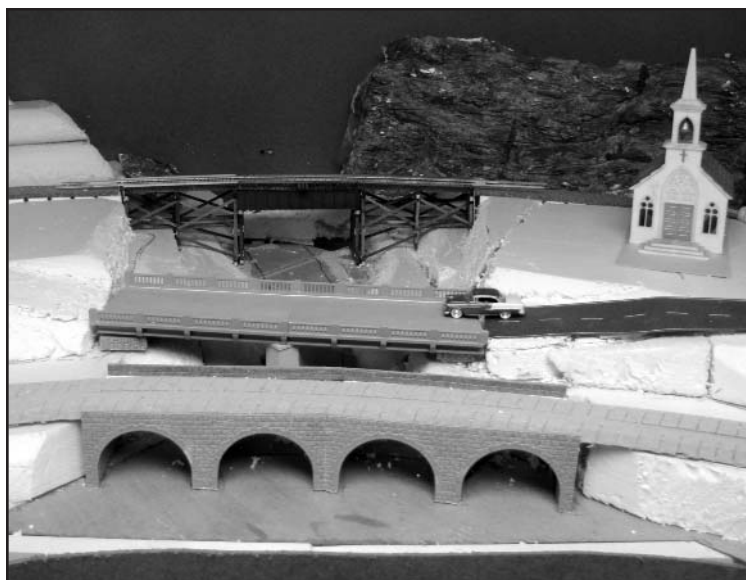


Photo at right and below show a stream flowing under bridges to reach the Elk River by the aisleway. The modified Hunterline trestle carries the Elk & Gauley branch upgrade. The B&O mainline goes over a stone arch bridge (modified HO kits). The highway crosses on a widened Rix HO bridge kit. Note how the highway dips into the valley. Middle right are two Pre-Size S scale portals leading into a closet.

Photos by the author



Left is a scene at Elkhurst (lower level), again where a stream heads under bridges and culverts to the Elk River by the aisle. Deck truss is a modified HO Atlas deck truss. Highway arch bridge is a Cornerstone HO kit. The culvert is a cut up HO arch bridge. Trees will cover the rearmost foam hillsides. Homabed and cork roadbed are glued directly to the pink foam with PL300 Foamcore adhesive. Note MTH RTR general store at left. It will get minor modifications.

A Review:
Backhead Kit for the
American Models Northern
 by Jerry Poniatowski

The backhead in this kit is made of a resin plastic and installed from the inside of the boiler and affixed with silicone caulk or RTV. It represents a generic backhead, and should not be considered typical of any prototype. The seat assembly floors are styrene plastic and either solvent cement or CA is recommended for attaching.

DISASSEMBLY: American Models did a great job on the design of this locomotive, in that disassembly is a breeze. Only four screws hold the boiler shell to the chassis. Be sure to disconnect the headlight wire, and unscrew the smoke tube when removing the boiler.

Simple insertion of the backhead is relatively easy, and doesn't require removal of the cab. But most modelers will want to paint the inside of the cab and relocate the switch and connector panel at the rear of the cab. Only one screw holds the cab wall/floor assembly and cab roof to the boiler (fig. 1). Remove it, and the cab wall/floor assembly and roof can be separated from the boiler. **ONCE THIS IS DONE, YOU CANNOT RESTORE THE LOCOMO-**

TIVE TO ITS ORIGINAL CONFIGURATION.

The exact manner of relocating the wiring is up the modeler, but the easiest way to relocate the switch and jack panel is to install it on the tender. But even this would necessitate disassembling the locomotive and tender and moving wires. Personally, I rewired the whole thing using Miniaturics connectors.

I removed the mounting tab (fig. 2) with a jewelers saw, filed the areas smooth, and painted it flat black. With the switch removed, the gap in the cab floor for the switch needed to be covered over, and .010" sheet styrene did the job well. Included is the pattern for three templates for covering the hole. Each one may have to be trimmed a bit, but they should fit reasonably well. I used air brush thinner to cement the floor pieces in place because it will not warp the thin plastic sheets while it softens the plastic just enough for adhesion to the paint.

PAINTING: On most locomotives, the backhead itself is usually painted graphite grey, about the same shade as the smokebox, or a bit lighter. Final painting is up to the modeler. On many steamers, the seat bases sometimes are made of wood, so brown was used. The seats are usually black or "railroad"

green and the bases and pedestals are metal. The cab walls, and inside of the roof are also painted "railroad" green. The exact shade is hard to determine, but I used Testors Model Master Acryl Pale Green FS34227. On the roof, be sure to note where the interior ends, and the overhang begins. The rest of the floor should be painted flat black.

ASSEMBLY: Cement the base/seat assemblies in the rear corners of the cab with either a small amount of solvent cement, CA or contact cement like Walther's Goo. Allow sufficient time to dry.

Assemble the cab wall/floor assembly and cab roof and screw in place. The backhead is inserted from the inside of the boiler, bottom first. The top will stop at the cab mounting screw (fig. 3,4). Affix with either silicone caulk, RTV or a rubber cement like Walther's Goo. I prefer using silicone caulk. Figure 3 shows the interior finished off with the floor filled in, and seats and backhead installed.

Upon reassembly of the boiler to the chassis, make sure the handrails on the boiler are inserted into the holes in the pilot and that the headlight is plugged in and the smoke tube is installed. Screw the chassis to the boiler and you're done.

Fig. 1 ►



Fig. 3 ▼

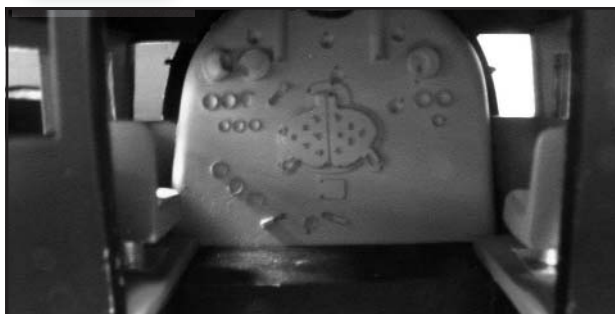
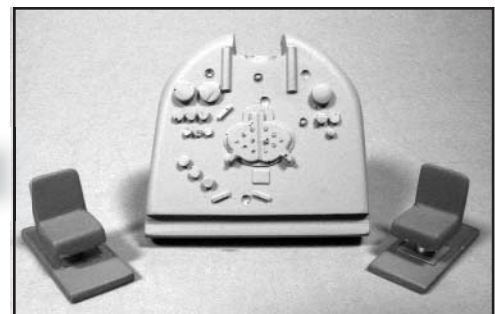


Fig. 2 ►



Fig. 4 ►



A TALE OF TWO GONDOLAS

An O-27 conversion to S Scale

by Edwin C. Kirstatter

In S scale we do not have any models available at this time for the USRA Standard 46 Foot Steel gondolas made for some railroads during that First World War. Many clones were made following that time. To get information about what your favorite railroad had you can get from the NMRA two reprints that they have of the Official Railway Equipment Registers for years 1943 and 1953. These will also give you correct number series to number your models.

When I was given a distressed Kusan-Auburn gondola body I looked at it and thought, this might be a subject for a conversion to S scale as many of those O-27 models are close to 3/16" scale. Lionel also has a model that looks very much like this. Upon measuring it I found it was a little too long for a 46ft Gondola and way too short for a 50ft one. It's inside width is a few inches too much also. Its height was close and its number of side panels was only short by one. Close enough for a stand in model but it won't be an exact model that will stand up to a model contest judge's scrutiny. But I can live with this.

So this plastic body will need three or more saw cuts to make it a starting point for detailing, painting and lettering to make a presentable S scale model. I do not have the machinery to do this quickly even though I could hand cut it and bring it back to fit together with a lot of hand filing and sanding. Luckily I have two friends that have Radial Arm saws and they helped me out. We set it up on a wood jig to hold it and made one cut lengthwise right down the middle of this body. After a little sanding these parts were cemented back together with liquid plastic cement. This gave me an inside width of 8'-9", before cutting it was 9'-6". Because of the thickness of the sides this will look better even though prototypically too narrow now inside. When this joint was completely dry we set it up and cut both ends off with one cut at each end, but not real close to ends, leaving a little to finish with files and a sanding block to get exactly the 46ft inside length that we want. Then cement ends back on and proceed to detailing model for a more prototype appearance. Two more saw cuts could be made if you want to remove the fish bellies from the sides. I did on both of my models and reused

them on the center sill of one under frame, the other I built it up from scratch.

The next steps are to remove entirely the cast on Grabirons, both brake wheels and retainer valves with pipes below them. Maybe leave one retainer valve if you don't have a replacement part for it. You already removed part of these when you cut off ends. Smooth the surfaces where these parts were removed and putty if needed.

Now drill holes for new replacement Northeastern #821 Grabirons as well as adding two on each end sill. You could use Tichy #8142 Nut-Bolt-Washers at each end of grab irons to represent the attaching bolts. On one car I used leftover ladders from a Pacific Rail Shops 50ft box-



car kit. If you left one retainer valve on that will be your B end of car and you will now need to mount a power hand brake at corner using again a leftover PRS Ajax gearbox & wheel with short chain. Make up a mounting bracket from .020" styrene sheet and cement it to end corner post at B end and then attach the hand brake parts on this. We need to do this because these cars have drop ends and no brake wheels can be mounted there. The four sill steps, commonly called stirrup steps, I made up by reshaping ordinary paper staples. Drill holes up into bottom edge of sides and press them in for a snug fit. Other parts that I added were tack boards at left side near ends. These were made from styrene about .015" thick and measuring 6"x 12" scale. This is where the Yard Clerks tacked the destination card back in the days before computers. You can use a small piece of paper on this to represent a card. I also added on the Pennsy car four pulling staples two on each side above the trucks. I made these from .020" brass wire.

If you cut the fish bellies off your sides, taper off the bottom ends of those side stakes and round them off like the part above. And you also have the most of side panels with missing rivets along bottom edge. These can be replaced with Tichy #8018 .025" Rivets drilling a hole for each one, or get some Archer transfer rivets AR88001 these are small black dots of cast resin on a clear decal film. These can be put on like decals then painted over. This set comes with three sizes, .008", .011" and .014" and at several spacing.

Now on to the under frames if you want to detail them. As mentioned above I reused the cutoff fish belly side sills to help make a fish belly center sill for the Pennsy car as the USRA cars did have them. I put these on top of a 3/16"x 5/16" strip of wood between the truck bolsters with caps of .020"x3/32" styrene strips. Then added cross bearers made from code 100-brass rail placed at each side stake. A better looking and more detailed fish belly under frame could be built up from Northeastern fish belly wood molding and 1/16" angles for edge trim. The bolsters were some leftover metal ones maybe Stewart's #2500 or use Northeastern wood bolsters. I mounted Rex Bettendorf trucks with flathead wood screws on the Pennsy car and SHS 70 Ton trucks with plain bearings on the B&O model. Kadee #802 or #808 couplers were mounted to plastic pads that gave the proper height. Of course you can adjust coupler height with washers on the truck bolsters later. Braces to corners were made from Evergreen Scale Models #262 .080" Channel. On the Pennsy car I put on the Stewart AB Brake parts #2518 with out any piping or levers or rods. On the B&O car I went all the way on it, scratch building the whole under frame using Northeastern wood grooved freight center sill with brass rail cross bearers and the complete brake piping, levers and operating rods. I hand built the AB brake parts from

plastic bits and pieces, as I did not have a cast metal set handy at that moment. The Grant Line #4057 set would be the best choice for ultimate detail and it would have a retainer valve in that set too. Ye Olde Huff n Puff still makes the old Stewart metal parts.

On the B&O car I needed to add the end sills, these were a casting #2512, to which I added a plastic backing to get the spacing from ends that I thought I needed. I cut out the coupler pocket so that the Kadee plastic pocket fit within it. I added the top mounted lifting type of uncoupling levers to this car. Used two Detail Associates #2206 Eye Bolts as mountings for these bars made from .016" brass wire. They could really work if they had too.

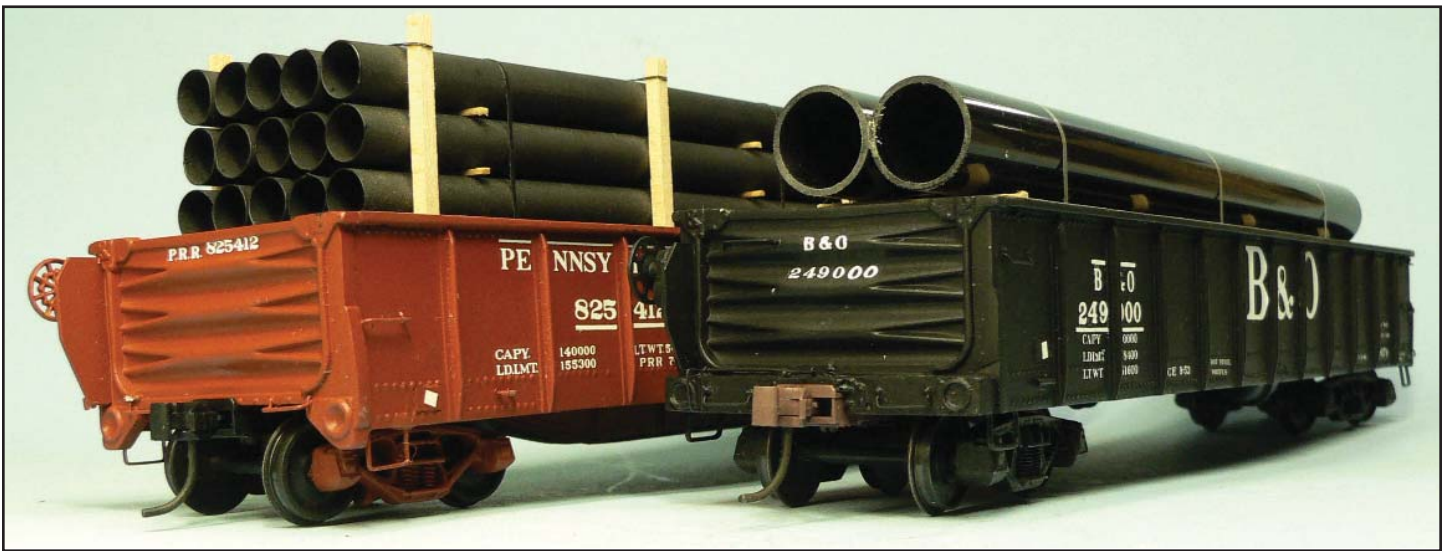
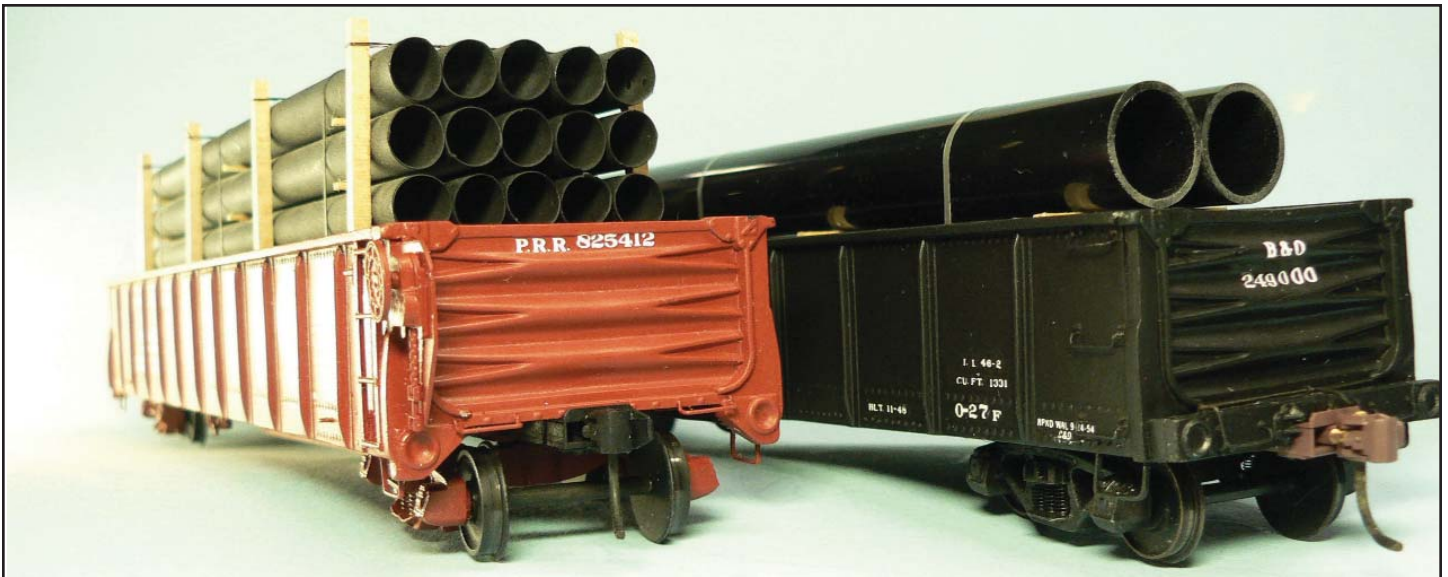
Both cars were painted with Scale Coat II paints so that I had a gloss surface to decal upon. It takes a while for it to dry about a week. I used left over decals from John Hall sets. Both cars got wood decking made from Northeastern wood scribed siding 1/32" thick by 3/32" spacing that gives me a scale 6" board. This covered the joint in floor and hides truck and coupler mounting screws. These models were built several years apart and the first car, the Pennsy model; I did not narrow it and also did not remove the gussets at insides of sides. That made a lot more work fitting the decking around them. I don't think real cars had those. But I had to remove those to fit a block of wood inside for my sawing jig on the B&O car.

I built up a pipe load for the Pennsy car using large plastic soda straws. I had to paint mine black but you can find some black ones at party stores. Northeastern wood was used for spacers between layers and vertical post at sides and under load to give a snug fit in the model car. Chart tape was use as banding and small magnet wire as crossties at top of posts and twisted together to give tension. The B&O car has a load that was made by Heico Modell of Germany to use in HO but it was too big to fit in any HO car that I had ever seen, just right for this S scale car at almost 8" long and those pipes measure 36" Diameter in S scale. Some wood cribbing was cemented to deck to center it. Neither of these loads was attached permanently so they can be lifted out to put in another type of load or none at all for an empty car to show off your wood decking. You should weather it some.

These did built up to be nice looking models at very little expense, although it did take a bit of work to do. You can get these bodies at Train Shows at very little cost.

Maybe an S manufacturer will get the word from this and produce some really scale cars like this for us?

The End.

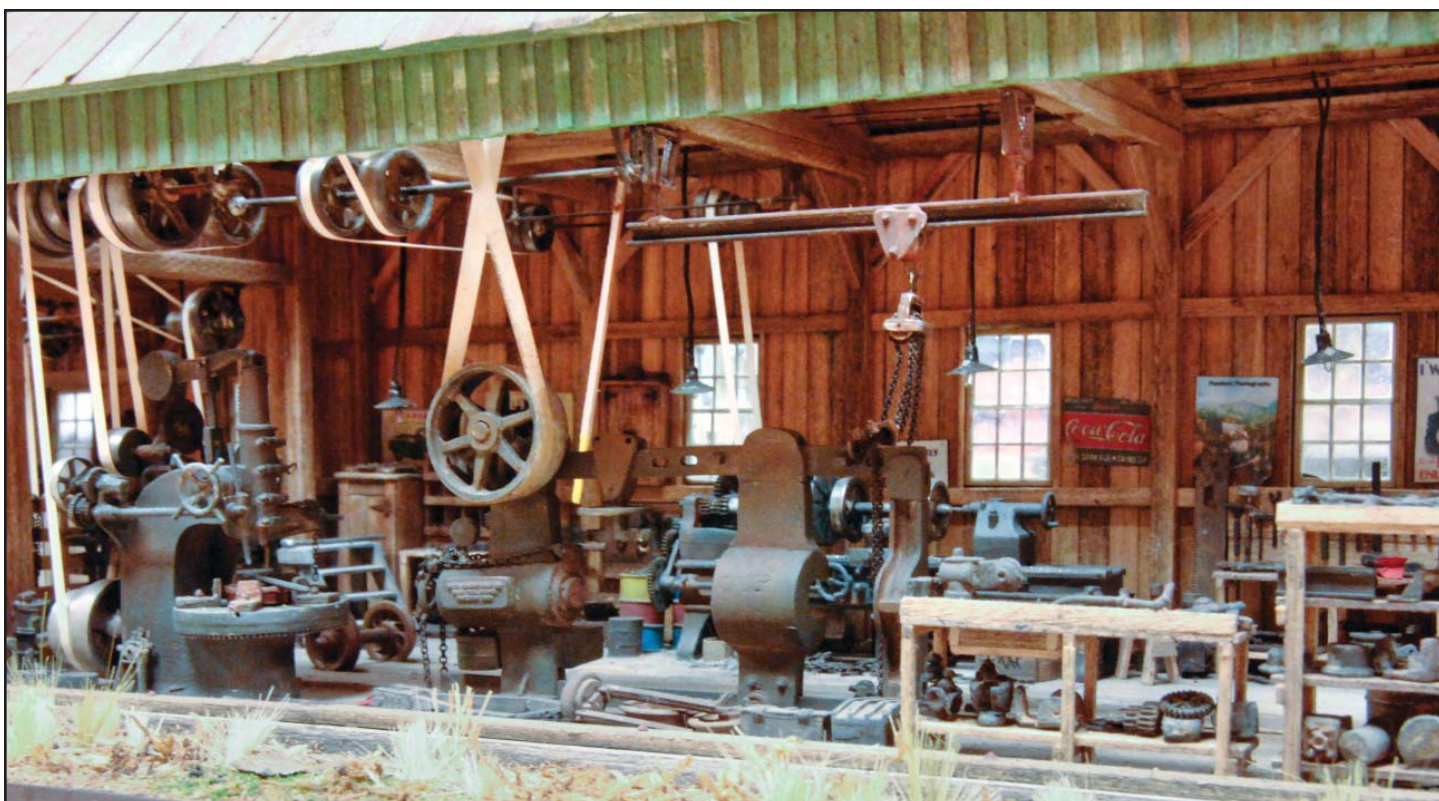


Edwin Kirstatter converted these O-27 Kusan-Auburn gondolas into S scale gons per his article beginning on page 13.
Photos by the author



S-Pikes - Three layouts are featured on these two pages that will be open in the Twin Cities prior to and after the NASG convention in Duluth, MN. Above is a Rt. 66 garage scene on Steve Doyle's layout. Below is a switching scene on Ken Zieska's Minnesota Heartland. Ken will have an open house and operating sessions. Above right is a view showing a Chicago Great Western freight meeting the Great Northern Empire Builder on Jim Malone's layout. Photos by Ken Zieska





At the recent Sn3 Symposium in Houston, Texas this machine took Best in Show. The modeler is Ken Ehlers. See article on page 21.

Photo by Bob Werre

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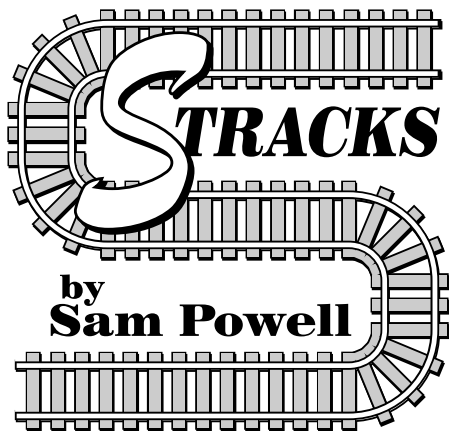
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The Magnificent Seven Seven Great S Gaugers Who Influenced Me.

There were many special S modelers or promoters who inspired us in the formative years of S gauge. But there were seven that I came face to face with who gave me the inspiration to model and build a layout in S gauge. I could have made the list longer, and could have written far more about each.

1. Ed Schumacher.

Ed was a hi-railer. But he was an artist who was wonderfully creative, and artistic with his modeling. With the simplest of additional card stock details and oil paint coloring and weathering, he could create a special mood with his models that evoked the real railroad and it's atmosphere. He combined a deep love and feeling for trains with his background in art training when creating his models. Ed's work was always an inspiration to me. And since he was a local Washington DC resident, a member of the PVSGA, and served as president of the NASG for awhile, I was drawn into the NASG circles. Because of

him I attended the first convention. Because of him I explored the artistic end of model making early on. Thanks Ed.

2. John Bortz

One of the most difficult things to assemble and accumulate in the early years of post Gilbert S gauge was good motive power. John built some of the most beautiful scratch built steamers you could imagine. A machinist for Nabisco, he brought his vocational skills to model railroading. He then proceeded to take them to both NASG and NMRA conventions where he won top prizes with these locos. They not only looked good, but ran well also. His locos were a major inspiration to me. Until his 2-10-4 pictured in a 1969 Model Railroader, I assumed it was not impossible to model in S. John's early trailblazing in S scratch building drew me into the scale. Thanks John.

3. Frank Titman.

What can you say about Frank. He was everything to everyone. He was and still is a non-stop creative genius, who just loves modeling, and never stops producing clever, effective models, and model railroads in S. In addition to that, Frank was a good writer, and a good editor of the *S Gauge Herald*, who inspired us all for years. The *Herald* was the backbone of S gauge for its struggling early years. Without the *Herald*, S might surely have withered and died. It was the primary forum for communication and sharing in S. Frank is a humble guy who encouraged others to shine. He was

always quietly in the background, cheering on those around him. He was the one who encouraged me in my early writing attempts. Thanks Frank.

4. Wally Collins.

Wally was always there behind the scenes in the early years. Even though I did not actually meet Wally until the Baltimore convention in 2007, I simply had to include him in this list. As the publisher of the *S Gauge Herald*, his money, and desire to see S flourish was essential to its survival. Without Wally the *S Gauge Herald* would not have existed. I would not have met Ed Schumacher, who was pictured in the *Herald* receiving the Bernie Thomas Memorial award in 1969 (or maybe '68), leading to a call to Ed by me. This connection led to my joining the PVSGA, and the NASG. The influence of the friends met there, and their advice were an essential part of the appeal of S for me. Without the *Herald*, I might have spent my life modeling in HO or N, or maybe On3. Thanks Wally.

5. G. Claud Wade.

Claud was the man behind S Scale Loco and Supply. The catalogue to me was like Christmas every day. I loved building steam engines in my early S days, and Claud's product made it possible. He produced, with the help of multiple contributors of patterns, a full line of Steam engine kits and parts. It started with the Lima built 2-8-4's but quickly expanded into the standard USRA, steam offerings. All of my early S locos were built using these casting



Ed Schumacher



John Bortz



Frank Titman and Wally Collins



Claud Wade

and drive units. Claud had an undying devotion to S. His belief and dedication to S helped many folks such as myself to participate in the hobby they loved. Thanks Claud.

6. Walter Graeff.

Walter Graeff is likely forgotten by now by most current S scalers. When I entered S, you literally could not get wheels. No kidding! I thought the folks at the first PVSGA meeting I attended were joking when the told me that. At a time when S was faltering, Walter produced a line of trucks, bolsters and coupler adapters under the name of ACE, that made it possible to put wheels under S gauge. They have been bolstered by additional products since, so S is no longer dependent on Ace as it once was. But once Walter came out with the Ace line, S modelers could convert Flyer to scale, or highrail easily, and we were off and running. They were an excellent product, and very affordably priced. Sometime just before the line was released, I think about 1971, Ed Schumacher and I made a trip up to Lebanon, PA, where Walter's law office was located, and saw the inventory of S trucks and bolsters he had just received and was on the verge of releasing. As I looked upon boxes of what seemed to me to be a miracle for S, it became clear S had a future indeed. At that particular moment, Walter Graeff was a very key ingredient in the survival of S gauge. Thanks you Walter.

7. Jesse Bennett

Jesse is the last person I would single out specifically. He is still alive and kicking and modeling out in the



Walter Graeff

Great Pacific Northwest. I was fortunate enough to be in the early scale circuit letter that included Jesse Bennett. Every 3 or four months that circuit letter would come around, and I would devour the contributions of Jesse. It often included photos of his magnificent model railroad, with its broad sweeping curves, and beautiful scratchbuilt locos. His accomplishments really filled my head with dreams of a similar large S gauge layout to be built in the future. His written contributions were always level headed, and practical. At a time when scale standards had not yet been adopted for S, there were many warring factions on what direction to take with the for S. Jesse's council was moderation and conciliatory. I tried to embody his philosophy in the younger generation of S gaugers coming into in the scale. Jesse, you never know who is listening do you. I was, and I appreciate your kind, constructive, creative, gentle guidance. Thank you Jesse

There are others for sure. Many greats have shown up since. They are too numerous to mention. Please don't feel slighted if you are left out of the list. These are simply the men I had regular, early contact with, and who were key folks for my participation in S scale. These are the very early pioneers as well; the ones who were casting their lines into unknown waters. These are the guys who said "You can do it" and then provided either capital, articles, product, or inspirational models to keep S moving.

In the early years there was always negative, pessimistic talk about



Jesse Bennett

"What was wrong with S". Why wasn't S more popular? Why didn't manufacturers produce S product? That talk could be very discouraging for sure. These guys mentioned here did not engage in such pity parties. Their talk was all about possibilities, and just having fun with their hobby. And in doing that they inspired me and others to adventure into a lifetime of enjoyment.

Thanks goes to all those I did not mention as well. And thanks for sure to the wives of these gentleman, especially Floe Titman, who was the typist for the early *S gauge Herald* staff. Without support from the wives these gentleman could not have done their thing for us. All who enjoy S today owe these guys and their other pioneer brothers a hearty Thank You.

- Sam Powell

I might add a few Honorable Mentions who were influential folks regarding the establishment of S as a scale beyond American Flyer. The above that Sam mentioned and the following might fit the bill if we ever start up the S Hall of Fame: Here they are: Ed Loizeaux, Dick Karnes, Josh Seltzer, Dave Bulkin, Don Heimburger, Bernie Thomas, Don Thompson, Mike Ferraro, Ron Bashista, Lee Johnson, John Sudiamk, Ron Sebastian, John Verser, Brooks Stover, Russ Downs and Bill Peters (Sn3) Gee, I might even throw Sam Powell in here. - ED

the **S** **TRAIGHT & NARROW**
by *David Heine*

The 25th Sn3 Symposium was held February 24 – 27, 2010 in Houston, Texas. Carla and I were able to attend as part of a vacation trip. The Symposium was held a little later in the month this year since it normally is held to include President's Day. In case you don't know, the Symposium started as a winter get-together of a few Sn3 modelers and has grown since then. We had to leave Saturday afternoon, so we did not make it to the evening meeting, but attendance was over 125. I would say that attendance was up from 2009, but not as high as 2008. As has been the case recently, not everyone in attendance models in Sn3. There were narrow gaugers who model in different scales and I also saw a few S standard gauge modelers.

The format is similar to the national narrow gauge convention. Evenings and mornings are for clinics and the manufacturer's room, while afternoons are open for do-it-yourself layout tours. There also is a model contest and Saturday evening had the awards/business meeting.

There were seventeen different clinics on various topics, of which I managed to go to seven. Two clinics were given simultaneously during a total of twelve time slots. Most, but not all clinics were given twice, but even if you spent all your time in clinics, you could not attend them all.

The model contest was a little on the sparse side, with

some contest areas having only one or two entrees, so some categories only had a "best in class" award. The exception seemed to be the color photographs.

There were two rooms for vendors, one which also contained a modular layout. John and Mike McKenzie brought their Red Mountain sectional layout from California. It was in one room along with registration, P-B-L, and the McKenzie Brothers Timber Co. The rest of the 19 vendors were in the larger vendor room.

I noticed a few new items for the show. Ragg's..to Riches? had their new Hukill mine kit and also the S scale version of the Conoco oil depot, along with all their other kits on display. Rio Grande Models had their new D&RGW 4000 Series Outfit Car kit. This kit includes a laser-cut wooden body, plastic and metal parts, and P-B-L trucks to build several different work cars.



Above - stockyard scene on the Sn3 Red Mountain modular layout. Below - Steve Amitrano won a best in class motive power for his #488 D&RGW K-35.

P-B-L had a kit for a device to make it easier to place cars on the track. McKenzie Brothers Timber Co. had an improved tree-making jig, and they have upgrade kits if you already own one of their older jigs. Wild West Models had all their S scale structure kits on display, but I did not notice anything new. In case you



have not heard, Banta Modelworks is discontinuing most of their existing S scale kits, and had their remaining stock discounted. Bill said that he is not getting out of S scale and will be continuing to make some new kits. He even said that he expects to have a new S scale kit available by the National Narrow Gauge Convention in September.

There was a lot of used brass for sale at the Symposium. There were two large collections for sale; each requiring multiple tables, plus other vendors had a few brass pieces. Don Heimburger was also handing out lists for a collection he has for sale. There were "rumors" of several people leaving the room with several brass boxes at a time.

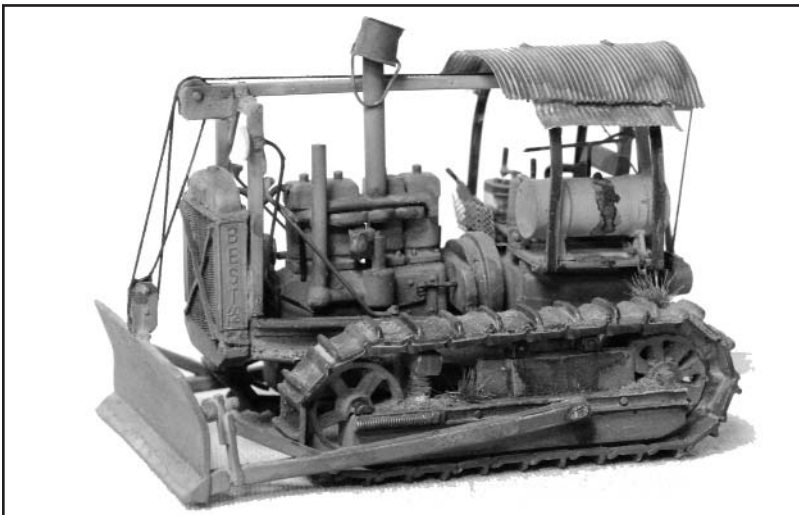
There were 16 layouts available for self-guided tours and the convention committee was selective of what was included. We managed to view seven layouts and

I thought all the layouts I saw were excellent. In S scale, Craig Raymond had his Sn3 Rio Grande Southern and Bob Werre had his S scale Great Plains Northern Terminal RR. The remainders were HO, HOn3, O, On3, G and live steam. There were also operating sessions at some of the layouts for attendees.

For those with Internet access, there are pictures available taken during the Symposium on-line at <http://www.sn3-2010.com>.

The 2011 Symposium will be February 17-21 in Monrovia, California. If you need a winter break involving model railroading, consider attending.

Dave Heine can be contacted for contributions to this column at:
davesn3@rcn.com



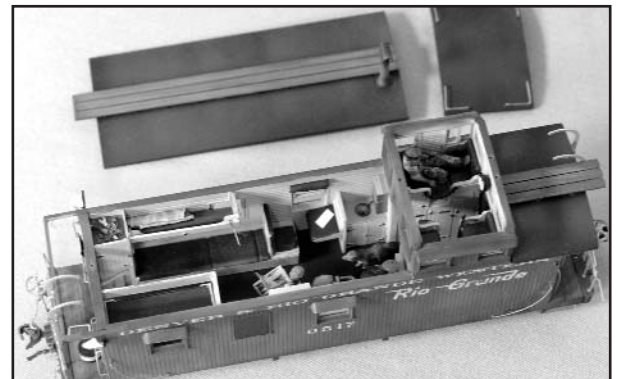
D-8 Bulldozer by Steve Amitrano - 3rd place MOW.



John McKenzie giving his bottle brush tree clinic.



Rotary snowplow took 2nd place MOW, also by Steve Amitrano.



1st place D&RGW long caboose by Steve Amitrano.

Photos by Bob Werre

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** set up and operated their layout at the Greenberg Train Show held on March 27/28 in Wilmington, MA. Club member Doug Peck set up tables for his Port Lines Hobby business at the show. The club held their February meeting at the home of Richard Haley, in Norwood, MA., and 24 members attended. The Fifth Annual Flying Yankee Celebration is scheduled for Friday, April 16, at the Executive Court Hotel, in Manchester, NH. Club members were planning attendance as a group event.

The **Connecticut S Gaugers (CSG)** set up and operated their modular layout at the Cheshire High School Ram Band Train show on March 7, 2010. 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 bring modules to the layout displays. 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 club members met at the home of Bob Comstock, in Madison, CT. on Feb. 6. for their monthly meeting.. Bob has a wonderful S hi-rail layout with many custom built buildings constructed by Bob, along with detailed scenery including a Plasticville coaling tower and AF trains which were operated for those attending the meeting. The meeting included guest speakers Jack Swanberg and Jeff Parker (nephew of the host). Jack is the author of the book New Haven Power, and he is regarded as the foremost authority on the New Haven RR. He spoke of his early years working as a fireman on the New Haven RR and told stories about the aging fleet of diesels and the battle to keep PAs, FAs, and RS3s and others running. The CSG recently welcomed new members Donald W. Bailey, Jr. from North Haven, CT. and Tony Mancini from Branford, CT.

Jeff Parker is the Deputy Commissioner of the Conn. DOT, responsible for Metro North and Shore Line East RR operations

in Conn. He updated the group at their meeting at Bob Comstock's house on the Hi-Speed Rail operations being planned for the Hartford-to-Springfield RR route, the New Haven Metro-North maintenance facility, improvements to branch lines, and the expansion of service to New London, CT. via the Shore Line East operations. Jeff is the nephew of Bob.

The **Pioneer Valley S Gaugers (PVSG)** recently welcomed new members Alan Williams from West Granby, CT. and Harry Ruddock. The March club meeting was held at the home of John Robertson, in Windsor Locks, CT. John operates a layout with Digitrax DCC hi-rail, and includes scenery reminiscent of the Waterloo, IA. Area. The layout occupies about 220 sq. ft. of John's basement. Club member George Reneris operated his camelback steam loco and a track maintenance car recently converted to DCC operation on the host layout at the time of the meeting.

The **Western N.Y. S scale Association (WNYSSA)** - Several club members were planning on attending the upcoming NASG convention to be held on July 21-25, 2010 in Duluth, MN. Paul Wachowicz hosted a meeting/work session at his home in North Tonawanda, NY., on February 24. The club has recently welcomed three new members including: Larry Asp from Guelph, ON.; Dave McDonald from Tonawanda, N.Y.; and Paul H. Club members were considering attendance at the upcoming Spring S Spree, to be held on Apr. 30-May 1, 2010 at the Ford Community Center, Dearborn, MI.

The **South Jersey S Gaugers (SJSG)** 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.; Greg Berndtson, V.P.; Steve Politowski, Sec'ty.; Joe Balcer, Treasurer; and Ken Palmer, Ass't. Treasurer.

Ray Farrell presented a clinic on "S" suppliers" at the February club meeting, and Michael McConnell gave a clinic on Photographing trains and layouts at the March meeting of the club. The club layout was set up and operated at the Big E Train show, held on Jan. 30/31, 2010, at the Big E Fairgrounds, West Springfield, MA. The club is considering places to set up and operate their layout at train shows and other places in the coming year.

Club members were saddened by the passing away of Russ Downs, who operated the Downs Model RR business, on Dec. 30, 2009. Russ made flat cars for the "Jeeps on Flatcar" project the club carried out several years ago. Russ was a good friend of the **SJSG** and attended club meetings on occasion. Russ was a school guidance counselor, and he devoted time to helping disadvantaged children and young adults in his work carrier.

The **North Penn S Gaugers (NPSG)** held their Feb. 27, 2010 meeting at the home of member Roger Gerhart, in Allentown, PA. The March meeting was scheduled for the 27th of the month at the home of Alex Larkin, in Norristown, PA. The club members recently discussed the purchase of an S gauge train set that could be given away at train shows where the club set up and operated a layout. Club member Joe Bolsar distributes information about the club and meeting minutes for publicity about the club activities. Ray Nase will coordinate the bringing and returning of the layout to the point of the exhibition.

The club held election of officers for the year 2009, and the following agreed to serve: Alex Larkin, President; Roger Gerhart, V.P.; Norm Lepping, Secretary; and Barry Simpson, Treasurer. Roger Gerhart located a source for RR theme lapel pins, and the club members are considering purchase of same to use at train shows and other events where the members could signify their status as club members. The club members displayed their layout at the Lansdale Library, on Feb. 4/5., at the Lower Providence Library on April 8/9, 2010' and at the Gilbertsville Fire House Train Show on March 21. The club moved their layout and other "stuff" from Keystone Opportunity to Schwenckfeld Manor on Jan. 9, 2010 Barry Simpson and Norm

Lepping will have keys to the new club house. In addition to the leased space where the club can store their layout, they have a trailer in which to transport the layout. Club members discussed the plans that they have to improve the trailer, and to purchase orange safety cones to be used when unloading/loading the trailer at shows and other events that they attend.

The Pittsburgh S Gaugers (PSG) held a Coffee and Trains get togethers at the Kings Restaurant, in Harmerville, PA. on Jan. 18, and Feb. 15, 2010. These meetings are well attended and are separate from the regular meetings of the club, held in member's homes. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The club was invited to set up an operating layout at the upcoming NMRA Model RR jamboree on Saturday, April 17. The club has two operating layouts, including a high-rail layout and a modular layout both of which can be used to display trains at shows and events. The club members are planning to upgrade and maintain both layouts by changing scenery items and upgrading the electronics. The February 28 meeting of the club was held at the Kennedy First Alliance Church, McKees Rocks, PA. The Ligonier Valley RR Assoc. is a historical group for the namesake RR and they are planning a fund raiser on May 1, 2010 at the Masonic Bldg. near the Westmoreland Mall. The club was invited to attend and display a layout, but this is in conflict with attendance at the Spring S Spree. The club members are considering the viability of displaying a layout at the event.

The Baltimore Area AF Club (BAAFC) club members met at the home of Ken Carter, in Union Bridge, MD. for their meeting on Feb. 13. The club set up and operated a layout at the Johns Hopkins Hospital, Baltimore, MD. on January 9. The club also setup and operated a layout at the World's Greatest Hobby on Tour Show, at the Dulles Expo Center, Chantilly, VA., on Jan. 23/24. Ron Kolb edits the club newsletter, and coordinates the club activities. The BAAFC celebrated its **seventeenth year anniversary** last year, and Tom Davis was instrumental in starting the club with a meeting at his house. Ron Kolb was a co-founder of the club which now has 154 permanent members, and 12 prospective members. The **BAAFC** set up their layout at the TTOS Train

Show on March 14 in Earleigh Heights, MD. The club members set up and operated a layout at the Great Scale Train Show, on April 10/11, in Timonium, MD. Club member Dave Blum hosted the club members for their April 17 meeting in Pikesville, MD.

The Blue Ridge "S"calers (BRSC) had a meeting at the Southeastern Regional Train Center in Johnson City, TN. on Oct. 17, 2009. Sixteen members attended the meeting. Four clinics were presented along with ample discussion about S gauge and the organization of the group. Larry Morton of Tomalco Track gave a clinic on "How to have an Operating Session" Bob McCarthy of the Supply Car business gave a clinic on passenger cars and decals. Dean Odiorne gave a clinic on home made tools that make modeling easier. George Courtney gave a clinic on Sector Tables and how to use them to increase your RR's operation. The next meeting of the group will be on May 8, 2010 in Kingsport, TN. Dean Odiorne is coordinating the group's get togethers. Dean can be contacted at: dodiorne@embarqmail.com (He is in the NASG Dispatch membership listings) If you live nearby support this group.

The Piedmont S Gaugers (PSG) set up and operated (maintained) a large layout at the Kings Mountain Historical Museum from before Thanksgiving (2009) through Jan. 9, 2010. The exhibit was featured on the front page of Section C of the Kings Mountain, NC. Gaston Gazette newspaper. The article describing the display featured color photos of the crowd attending the exhibit along with S Gauge trains operating on the layout. According to the article, it was the seventh annual display of the exhibit billed as "Trains, Trains, Trains" The **PSG** has faithfully set up the exhibit each year to the delight of the local public. The show drew 2000 visitors this year, up slightly from last year. David Bulkin (bulkind@bellsouth.net) supplied information on the exhibit along with a copy of the newspaper article. (Dave is in the NASG directory, so be sure to attend their next event.). If you are reading this and do not have a directory, join the NASG and they will send you the next years copy. Over the past year the club converted their modules to the NASG standards. The layout included the usual coal, barrel, and cattle loaders along with a freelance mail car

operated with a coat hanger contact rail and a very realistic looking mailbag post. (This would be a very good article for the *Dispatch* magazine).

Club member Bill Ware stopped in the Museum almost daily (especially when school classes stopped by) to make sure that everything was operating as designed. Mickey Crowell (the Museum Director) was helpful in keeping everything going and having the display in the first place. The exhibit included a night run with a couple of different Christmas themed trains, and a number of days when non-layout owning members could exercise their equipment to their heart's content. Club member Cliff Brown supplied highly detailed S scale cars, locomotives, and a scratch built freight station for static display. The **PSG** signed up two new members as a result of the show, including Malcom Brutko of Kings Mountain, NC. and Greg Edell of Gastonia, NC.

The Suncoast AF Enthusiasts (SAFE) have an updated contact person in the form of Fred Rhyne, in Lutz FL. The club has a new club-owned S gauge modular layout that can be set up and operated at various events. The club had their first layout showing at the Golden Spike Train Show at the Florida State Fairgrounds, Tampa, FL. on Dec. 19/20, 2009. The layout can be set up in a variety of ways from a small 8 ft. x 8 ft. square to a full ell-shaped layout with 28 modules. There are three mainlines around the layout with crossovers between them. The January, 2010 club meeting was held at the home of Louis Blithe, in Largo, FL. Louis has a charming S gauge layout set up under a rotating Christmas tree, that is set up every year. A recent newsletter issue has a slate of officers to be confirmed by election of the members at a forthcoming meeting. The club plans to meet every other month on a Saturday, with executive committee meetings on alternate months, between the regular meetings. The nominated executive committee consists of Joe Schramm, John Phipps, Gene Vrooman, and Fred Rhyne. The club held their tenth annual Christmas Toy Train Show and Swap Meet at the knights of Columbus Hall, Pinellas Park, FL. On Dec. 5, 2009. The next planned event for the large club-owned layout is the annual July 4th Celebration, in Lutz, FL. The layout is set up in the public library, in the multi-purpose

room, as part of the holiday event. Members of the club have been setting up a layout at this event for the past several years. Several club members have small modular layouts that can be used for public display when a large layout is not practical or desired.

The Chicagoland Assoc. of S Gaugers, Inc. (CASG) plans to set up at the Great Midwest Train Show on June 13, Sept. 12, and Dec. 12, 2010. The club is planning for the Fall S Fest to be hosted and run by the club on October 22/23, 2010. The event is the 35th annual event and is being held at the Tinley Park Convention Center, with hotel accommodations for overnight guests at the Holiday Inn Select, Tinley Park, IL. Committees have been formed and members solicited to serve on them to make The Fall S Fest event a success. Joel Lebovitz is handling the reservations for the event. The S gauge freight car for the event is an Elgin, Joliet, & Eastern RR box car in green over orange, or green with orange lettering paint scheme. The E J & E RR was operated as a subsidiary of the U.S. Steel Corporation for many years. It was sold to and has been absorbed into the Canadian National Railway.

The **CASG** is planning to cooperate with the Badgerland S Gaugers (BSG) to set up and operate a large modular layout at the National Train Show to be held in Milwaukee, WI. on July 16-18, 2010. This show is sponsored by the NMRA as an annual event and is open to the public for some days. It is set up in conjunction with the annual national convention of the NMRA, so it is attended by many model railroaders (some of which might appreciate S gauge model railroading). The April club meeting is scheduled to be at the home of Bruce Lorence, in Tinley Park, IL. Will Holt coordinates the home meetings of the club members. The club set up a modular layout along with an Sn3 layout at the High Wheeler 2010 Train Show on March 6/7. The club was planning to set up All American RR Show on March 27, in LaGrange, IL. Southland Model RR Show, on Sept. 25/26, 2010. This show is sponsored by the music dept. of H.L. Richards High School, in Oak Lawn, IL.

The Miami Valley S Gaugers (MVSG) set up and operated their layout at the Great Train Expo held at the Hara Arena

on March 20/21. Mike Mitter hosted the club meeting in February, 2010 and Denny White is scheduled to host the club members for the March meeting, in Xenia, OH.

The club recently welcomed two new members: Stanley Greene from Farmersville, and Arden Pulver from Dayton, OH. The club is planning on having two work sessions for the purpose of repairing/upgrading their layout. The first session will be at the home of Denny White on April 17 to work on several modules including the new yard and laying track. The second work session will be on May 15, at the home of Larry Beam to complete the work on the modules. Larry agreed to serve as chairperson for the upcoming Spring S Spree to be held in May, 2012. Club member Jan Mason is coordinating the supply/purchase of club shirts.

The Stateline S Gaugers (SLSG) Roger and Vera Flood hosted the club meeting in February, in Rockford, IL. Dick and Bernie Bird held the March 21 club meeting at their home in Oregon, IL. George and Ruthanne Sorensen were scheduled to host the club meeting in April. The club set up and operated their layout at the Lena, IL. Train Show on Feb. 27/28. The club also set up and operated their layout at the Jefferson High School Train Show, held on March 27/28 in Rockford, IL. at the High School. The club had a discussion at a recent meeting regarding having a small modular layout which would be easy to transport, and set up, and take down at various shows and events that the club participates in. Club members were considering attending and setting up a layout at the Green County Train Show, Monroe, WI. on Sept. 24 & 26.

The Central Ohio S Gaugers (COSG) set up a layout at the Great Train Expo train show at the Lausche Building on Feb. 13/14, 2010. The club was hosted by Jim and Mary Day Fewlass in Columbus, OH. for their February 28 meeting, and Bernie Gustina in Westerville, OH. for their March 28 meeting. Mike McPherson was scheduled to host the club for their meeting on April 25 in Upper Sandusky, OH. Alan Evans included an article which he wrote in a recent issue of the club newsletter which described cleaning and servicing of S gauge locomotives including those made by A. C. Gilbert, S Helper Service, and American Models. The importance of

cleaning the wheels, current carrying wipers, and track was explained. Although a dozen or so members attend the club meetings, there is a need to have more member participation at the events that the club layout is displayed (train shows, etc.). This matter was discussed at a recent club meeting and it was pointed out that a member need not devote a long time to help at a train show. If enough members help, each one has only to be at the show for a limited two hours or so. The **COSG** was planning to set up and operate a layout at the April 10 Buckeye Train Show to be held in the Lausche Building, with set up on Friday April 9.

The Southeastern Michigan S Gaugers (SMSG) is sponsoring the up-coming 2010 Spring S Spree, to be held on April 30/May 1 at the Ford Community & Performing Arts Center, Dearborn, MI. The **SMSG** will bring and operate their layout at the event. The **SMSG** 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 participates in.

The March club meeting was held at a basement in Highland, MI. where the club has rented space for storage and working on their layout. The meeting was devoted to clearing out the basement as the rental was paid only until the end of March. The April 18 club meeting was scheduled for Bob Stelmach's residence, Oxford, MI. Gaylord Gill will host the club members for their meeting on May 16, in Highland, MI. Gordon Michael ably edits the club news via meeting notes.

The Northern Ohio S Scalpers (NOSS) held their Jan. 31 meeting at the home of Jack Sharon Sudimak, in Medina, OH. Jack Sudimak coordinates the club activity, and Chris Borgmeyer ably edits and distributes the club newsletter. Club members had a field trip to a local O scale layout on Jan. 4, 2010 which started with meeting at the Sudimak residence and leaving from there on the layout visit. The club members met at the home of John and Pat Henning in Valley City, OH. for their March 28 meeting. The club members were working on their layout modules in preparation for the Kirtland Train Show, where the layout is to be set up and oper-

ated. John Henning hosted the club members for work sessions on the modules. Work was done on the new turnouts, landscaping, and resolution of electrical issues. Some of the club members attend the meetings of the NMRA Division 4, which welcomes guests. A recent meeting of the group was held at the Church of the Redeemer, in Westlake, OH. on April 9. Club member Jeff Duchae will soon be a sales dealer for Lenz (and other) DCC products.

The Badgerland S Gaugers (BSG) are planning to have clinics at more of their meetings to increase the attendance. A recent listing of the membership of the club included 74 members. Ron Schlicht coordinates the meeting schedule for the club meetings generally held at members homes. The club sponsors and organizes Train Swap Meets at the Knights of Columbus Hall, Greenfield, WI. The meets are from 8:00 A.M. until Noon, Meets scheduled for this year are to be held on Jan. 24, Feb. 28, and March 28, 2010.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their April 16 meeting at the home of Bob & Dee Muehling, in St. Peters, MO. The host has a layout that was enjoyed by those club members attending the meeting. Moe Berk coordinates the club events and Gary Mueller edits the club newsletters. The club recently established an e-mail address, at: afsgsla@sbcglobal.net Club member David Stevens coordinates the club meeting locations and times, to help reduce the work load of Gary Mueller and Moe Berk. Moe Berk was scheduled to meet with the Macy's Department Store management to work out details of the train display this year and in following years. Club member Paul Wehrle and his wife, Mary Jane are scheduled to host the club meeting on May 21, in Ballwin, MO. The St. Louis County Dept. of Parks & Recreation has invited the club to participate in their Museum of Transportation's 30th Anniversary Celebration, to be held on June 20, 2010. The club is planning on attending and operating a layout at the event. On April 17/18 the club is scheduled to display their layout at the Missouri History Museum, for a two day exhibit. The plan was to have members arrive at 7:00 A.M. to set up the layout, which would be ready to operate at 9:00 A.M. when the Museum directors and visitors

would be able to see the layout in operation. The hours of operation are from 9 to 5 on Saturday, and 10 to 5 on Sunday. Club members were saddened by news of the passing away of James J. Michaelree, who served as the Macy's Midwest Mgr. of Visual Merchandising. Jim coordinated the set up of the **AFSGSLA** layout at the Macy's (Famous Barr) downtown Dept. store. Jim was very supportive of the club's activity to set up and maintain the S gauge layout set up annually in the downtown store window. Jim was a long-time benefactor of the club and will be included on the club's memorial plaque.

The Kansas City S Gaugers (KCSG) set up a non-holiday S layout at the Kansas City Union Station featuring operating accessories. The layout was operated for some time and maintained by the club members. Bill Hutton coordinates the club activities, and ably writes the club newsletter which is distributed via e-mail. Roger Ketterman has worked many hours to set up the S portion of the Union Station display, with the overlapping G gauge display, plaster falling from the HO gauge layout, etc. The layout is hopefully to be operational on April 1, 2010. The club is planning on set up and operation of their modular layout display at the Leavenworth Carousel Museum when the weather gets warmer. On April 10 the club members are invited to attend the Second Annual TCA Clinic, at the Scott Rice offices, Lenexa, KS. The Clinic will include Brad Marples discussing collecting and repair of antique wind up trains, Bill Hutton (of the KCSG) will present some unusual AF trains from the end of the Flyer era including the F9 diesel and All Aboard panels which he collects, and Andy Dubill will tell the story of how the hand car saved the Lionel Corp. Club member Paul Stevens is selling inventory of trains from the Newt Brown collection. Paul is the president of the club.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN) has a club newsletter edited by Vic Chervan, Jr. who recently took over the editorship from Jon Kettner. The club set up and operated their portable layout at the Feb. 14 Spokane RR Show, held at the Spokane City College. The club held a monthly meeting at the RR Show. Jon Kettner has been selling some of the club's train and accessory inventory on e-bay

with good success. . Member Bob Bowen was asked at the holiday party meeting to take over the role of chairing the club meetings. Some club members were planning to attend and set up a layout at the March 21, 2010 Train Show and Swap meet in Pullman, WA. At a recent meeting of the club it was suggested and generally agreed that the club should develop a list of member profiles so that the members can learn about the background and interests of their fellow club members. The December club newsletter included brief descriptions about several members, and was well received by those who receive the newsletter. The Section of the newsletter describing the club members is entitled "Around the Empire". Club member Jess Bennett has coordinated the annual banquet held on March 13 at Elmer's Restaurant, in Coeur d'Alene, ID. Bob Holland and Bonnie Fuller from Coeur d'Alene joined the club as regular members, along with Dennis Wendtlandt. All the elected officers agreed to serve for two year terms for the club. Bruce Renshaw is scheduled to host the May 8, 2010 club meeting, and Cliff Baxter will host on June 10 in Coeur d'Alene, WA. Cliff has a possible boat ride for the members attending the meeting.

The Golden Spike AF Train Club (GSAFTC) have a newsletter written by Jim Buckley, who also coordinates the club activities. The club purchased hats, so they can be worn at the club events and train shows that the members attend. The portable layout that the club members have assembled and used for display at train shows and other events includes tracks for no less than four trains to operate at the same time. The layout includes a large center yard. In late February the layout was set up at the Great Train Expo Show. Two members of the club, Fred and Chris, did some clinics which earned the club some extra money from the show organizers. Club member Fred hosted the club for their Feb. 19 meeting in Kaysville. The club set up and operated a layout at the Hostlers Train Show, on March 5-7, 2010 in Union Station at Ogden, UT. The club members were planning to set up a layout and participate in the Scout-A-Rama on May 1, at the South Town Expo Center, Sandy, UT.

The March, 2010 meeting of the Southern Calif. S Gaugers (SCSG) was held at the home of Dennis Bagby.. Twelve

members and friends attended the meeting. Jeff Kruger is the coordinator of the club activities and ably edits the club newsletter which is distributed via e-mail. The club is in the process of designing standards for their modules and constructing same. Module sections will be made by those members so inclined, and special meetings will be scheduled for module construction. The club is planning an S Fest West, 2010 to be held April 30 to May 2, 2010. Club member Don Stratton is coordinating the event. A deposit has been made to the Embassy Suites in Monrovia, CA. to reserve space for the event. Dennis Bagby is coordinating the reservation. Plans and details for the forthcoming **S Fest West** are the subject of the club meetings. Cindy Friedberg is obtaining information on shirts and hats that could be worn by the club members at the Fest. The club set up and displayed a layout at the Great Train Expo, on Jan. 2/3, 2010, in Anaheim, CA. The club displayed a layout at the Feb. 13/14 World's Greatest Hobby Tour Train Show in Long Beach, CA.

The club is concerned about the membership becoming too large to be accommodated at the members homes, where their meetings have been held in the past. Jeff Kruger suggested that those members planning to host a club meeting in the forthcoming year should investigate alternate locations for the club meeting in their homes. This is a good problem for the club to have. It means that there are many people in the area where the club meets that are interested in becoming active in the club activities.

The **San Diego S-Gaugers (SDSG)** is in the process of obtaining a club bank account and writing an informational handout to publicize the organization. The club was invited by the **SCSG** to set up and operate their layout at the 2010 S Fest West being planned for April 30-May 2, 2010 in Monrovia, CA. at the Embassy Suites. The club is inclined to attend but considering the details of bringing their layout and attending the event. Roland has been hosting work sessions for construction and improvement of modules that the club can use to operate a

display layout. These were held in October, November, and Dec. 5, 2009 at Roland's home in Encinitas, CA.

The **Bay Area S Scalpers (BASS)** held a meeting at the home of Jim Sweeney, on Jan. 23, in SanRafael, CA... The meeting included operation on the host's layout, and 13 members attended. Graham Henry edits the club newsletter, called the Bass Waybill. Lee Johnson coordinates the club meetings and events. Lee wrote articles describing recently available S products from various S suppliers that appeared in a recent newsletter issue. Don Harper hosted the club members for their March 20th meeting in Livermore, CA. The club is the official host group for the joint NASG/NMRA convention to be held in 2011, in Sacramento, CA. Ed Loizeaux is chairman for the host group, and he is seeking committee members to help organize and carry on the event. The club planned a 2010 calendar, with photos of S scale trains. Lee Johnson coordinated this activity for the club. The club planned to set up and operate their layout at the Dunsmuir RR Days, on June 11-13. The layout will also be displayed at the O Scale National S West Convention in Santa Clara, CA. on June 30-July 3, 2010. The S scale car for the convention will be a S-Helper Service rebuilt 40 ft. box car lettered for the Southern Pacific RR, representing the SP class B-50-12A prototype. Four road numbers will be available.

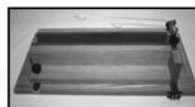
Your club column editor wishes to thank those club members and clubs that submit information on the activities and events that you organize and attend. Please submit information and newsletters for the column to David Pool, 11 Bittersweet Trail, Wilton, CT, 06897-3902 or e-mail at: ndpool@juno.com.

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EXTRA BOARD

INDY S SHOW CANCELED

Friends: After considerable reflection, I have come to the decision that it is time to cancel the Indianapolis S Show. This decision is due to a number of factors: economic, scheduling conflicts and most importantly the ability to provide a quality event for our vendors and guests.

The success of our 6 previous shows could not have been possible without the support of you, our friends who visited the shows and supported the vendors.

I would be remiss if I did not include a special thanks to the Board of Directors of the National Association of S Gaugers and their current President, Sam McCoy. I have deep gratitude for Tom Hawley of Michigan Models and Don and Robin Thompson of S Helper Service. They supported the show from day one! Please continue to support these fine organizations.

All of you have been like an extended family to me, getting together for our annual "reunion." I look forward to seeing you in the future. Thank you for your friendship and support.

- Charles Malinowski

Shame - I attended the first and the last, but Charles's reasonings are understandable. Let's hope the folks in Indy can come to the Fall S Fests and the Sprees. It would be nice to see the spectacular modular layout coordinated and mostly built by Doug Evans show up at one of the other shows. Now, Charles, don't rule out the possibility of a future NASG convention in Indy. - ED

O/S WEST COMING UP

Largest S Scale meet west of the Mississippi and held in conjunction with 2010 O Scale National Convention. 200 S & O Tables, Clinics, Videos, S scale meet cars, Contests, S & Sn3 modular layouts on site,

and S scale layout visits. 30 O & S scale home and club layouts open June 30 – July 3, 2010 Hyatt Regency, Santa Clara, 5101 Great America Parkway, Santa Clara, CA 95054.

Reservations: 800-233-1234

Admission: \$35 for registrations postmarked by May 31, 2010; \$45 if post marked after.

For further information go to: <http://www.2010oscalenational.com/> or contact John Gibson @ gibson@myfam.com or (916) 580-5444.

B&O I-1 CABOOSE COMING:

This is an announcement of a project that was started by a group of dedicated B&O modelers who needed the above caboose. They requested that THE SUPPLY CAR, LLC manage the project for the group. The prime researcher who gathered the documentation on the I-1 wood caboose was Ed Sauers. The second is Brooks Stover who wants his BC&G RR to have proper caboose. These gentlemen made it all happen.

Development and production of the laser cut car body is by LAKE JUNCTION MODELS of St. Louis, MO. You may visit the custom_caboose_models@yahoo.com to see the images of the prototype by Ed Sauers. He placed them at the site along with all the research materials for the producer of the car body of these kits.



The Supply Car's B&O I-1 caboose

To take firm reservations: e-mail the Supply Car at the email: the supplycar@yahoo.com.

The kit description is as follows:

A complete car body of an as-built B&O I-1 wood cupola caboose. Priced at \$69.95 + USPS shipping and insurance. This is less trucks and couplers. Those choices are listed below for your consideration.

The following items can be added to each kit for the price listed. We wanted to give you, the modeler, the final say in what you purchase.

- B&O decals Priced at \$5.95 per set

- Grandt Line AB Brakes Priced at \$5.95 per set or - VINTAGE CLASSICS K Brakes Priced at \$3.95 per set

- American Models caboose trucks w/leaf springs Priced at \$5.95 per set or non-sprung trucks Priced at \$5.95 per set.

For those needing hi-rail trucks, simply specify hi-rail in your order. There is no additional charge, we just want to get you the correct trucks.

Please note that after this initial run two additional versions of the I-1 may become available based upon demand. They are:

- 1) B&O I-1 Transfer Caboose (cupola removed)

- 2) 'Wide Porch' with modern steps version

Each 'kit' will have any of the above options available by paid reservation.

We will not accept funds at this time, only your firm reservations.

Please send by return email an attachment that includes you name, address, and phone number. We will print your attachment and use that to send your bill attached to a return email for payment for your order.

The I-1 was a predecessor to the I-5 cupola caboose that had steel ends. Other roads it migrated to were the B&O CT, SIRT (Staten Island), WAG, Alton, and Winchester & Western.

Thanks, Bob McCarthy THE SUPPLY CAR, LLC
thesupplycar@yahoo.com

S IN NON-S PUBLICATIONS:

- May 2010 *CTT* - 3-page article by Ted Hamler on AF work cabooses.
 - March 2010 *Scale Rails: Fun With Mirrors* article by Dick Karnes featuring photos of his layout. Also of interest to readers should be an article titled *Physics of Scaling*.



S Calendar

June 30-July 3, 2010: O/S West, Hyatt Regency, Santa Clara, CA. Largest S scale meet west of the Mississippi, layout tours, John Gibson (916) 580-5444, web: www.2010oscalenational.com

July 11-17, 2010: NMRA 75th Anniversary Convention - Milwaukee, WI. S will be there. www.NMRA75.org

July 21-24, 2010: NASG Annual Convention, Duluth, MN. NASG 50th Anniversary. Sponsored by the S Gaugers of the Twin Cities. See the Iron Ore country - tours reflect iron mining and lake shipping. Note: several layout tours will be in the Minn-St. Paul area July 18-21 and Sunday July 25. Holiday Inn Downtown and Edgewater Resort & Waterpark are the hotels in Duluth, Minn. . www.nasg2010.com

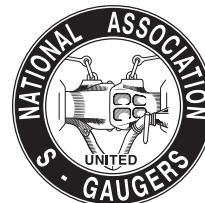
Oct. 9, 2010: 7th annual Indianapolis S Show, hosted by the Hoosier S Gaugers. Hamilton County Fairgrounds, Noblesville, IN. 10 a.m.- 3 p.m. Dealer tables, layouts. Charles Malinowski 317-566-1748, www.hoosier-s.org/

Oct. 22-23 2009: 35th Fall S Fest, sponsored by the Chicago Area S Gaugers., Tinley Park, IL Convention Center. www.trainweb.org/casg or 847-541-3945. Large hall, lots of sale tables, banquet, EJ&E boxcars., clinics, train races, etc. Main hotel is the Holiday Inn Select.

July 3-9, 2011: X2011 NASG (NMRA) Convention, Sacramento, California. This will be a joint convention with the NMRA. www.x2011west.org.

Aug. 7-12, 2012: NASG Annual Convention, Chattanooga, TN. Details TBA.

Bids open for NASG Annual Conventions 2013 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: leemax@jps.net.



Greg Berndston (left) eyes his display of some of the inventory he purchased from Manheim Machine Tools (MMT) - the previous owner of the MDR product line. Greg will call the line Iron Rail Models LLC. Ken Palmer looks on. Info and photo provided by Doug Peck



www.nasg.org

S is the Best: Many years ago when I converted from HO to S, I noticed something in S that other scales didn't have, but I couldn't quite put my eye on it. Then, the light came on when I read "The Physics of Scaling by William De-Buvitz in the March 2010 Scale Rails (NMRA pub). On page 45 he wrote – "I guess S-scalers could claim that this shows what they've always known: S scale is the best scale, "It gives you the most rail-roading in the available space and realistic close up views." That about says it. The ayes have it. Now go out and brag.
- Jan Burdzinski

New NASG Member: Being a new member to the NASG, this is my first contribution to your fine publication. Enclosed please find a photo (right) taken this past January 31 where the Western New York S



New Lionel Big Boy gets a workout on the Western New York S Scale Association layout.
Photo by Dan Malkiewicz

Scale Association had displayed their layout at the NFD-TTOS train show. The photo shows my new Lionel AF Big Boy with full consist of Lionel AF UP heavyweights which wowed the crowd and ran flawless all day.

- Dan Malkiewicz

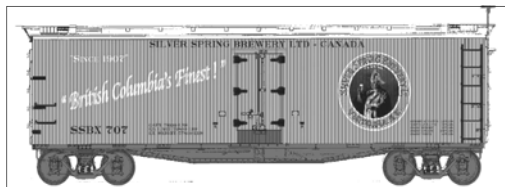


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