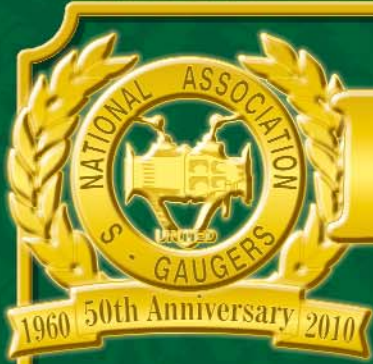
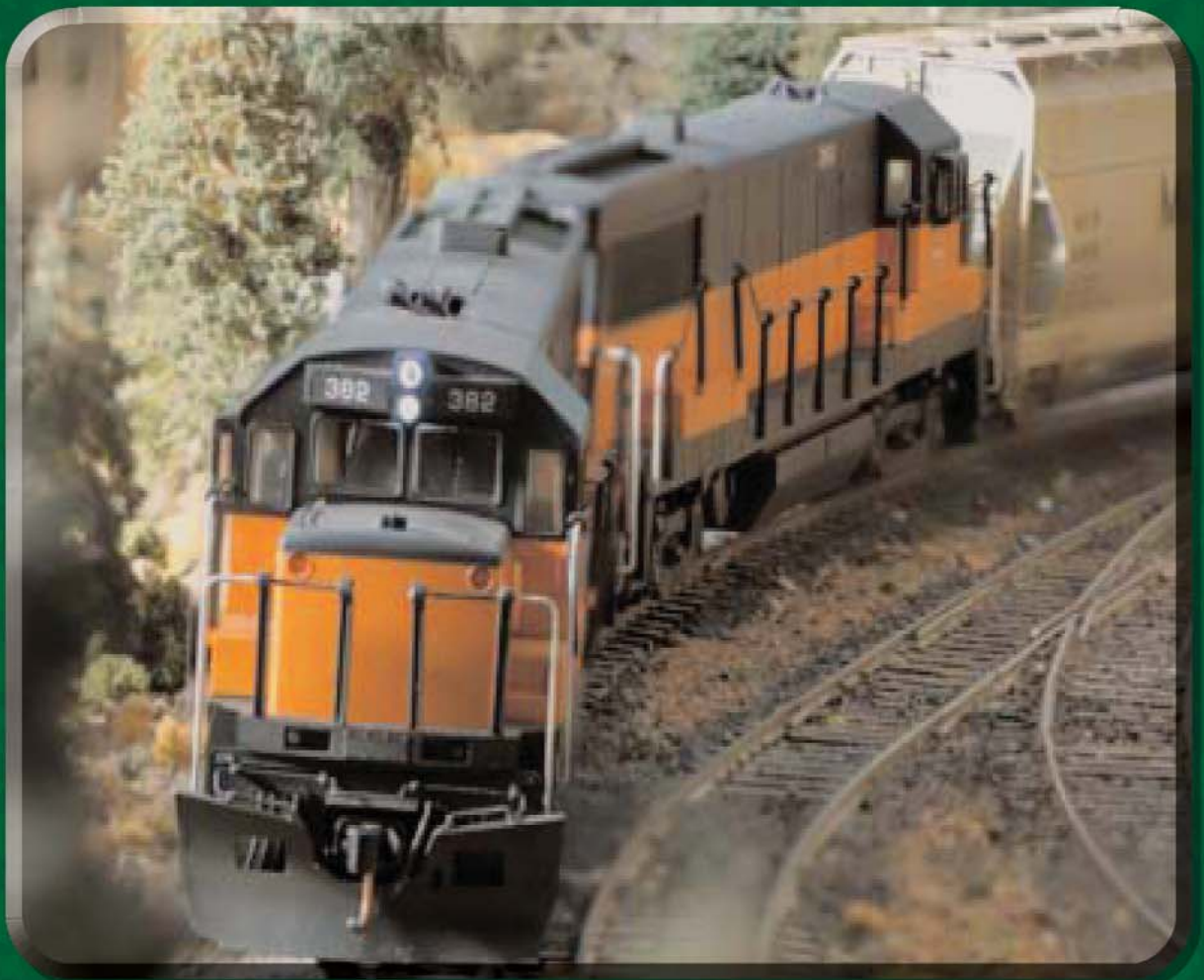




DISPATCH



NASG American Flyer Cars 🍏 S Track Planning



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

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

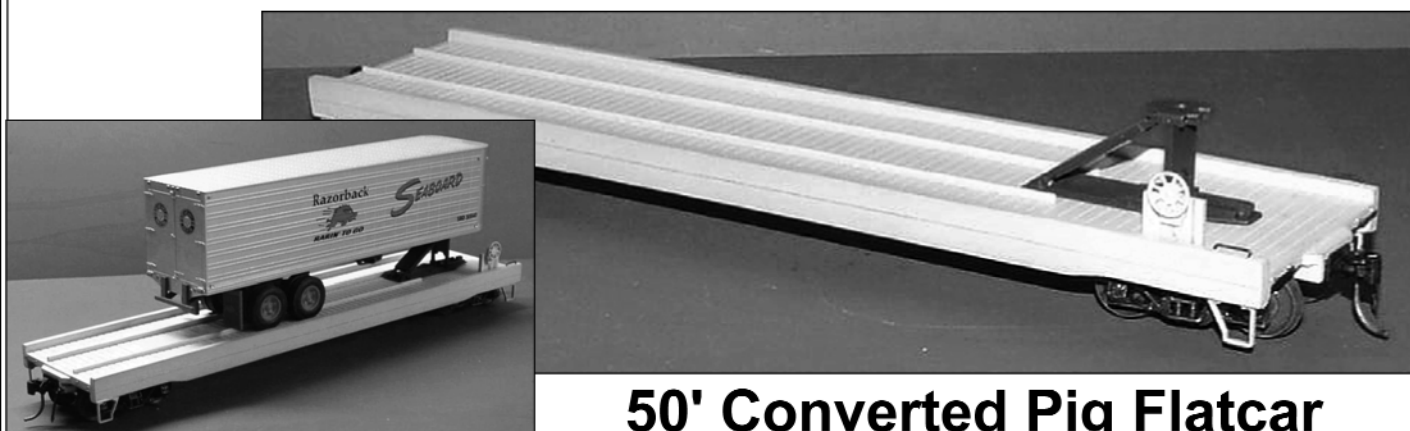
Evans Gondola



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.

#09201 \$ 69.95



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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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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The **Dispatch** - ISSN 10457178 is published bimonthly by

Studio G
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SUBSCRIPTION RATES: 1 year, \$20.00 which includes membership in the NASG. All subscriptions payable in U.S. funds. Postage is paid at Harrisburg, PA. Printed in the USA. All rights reserved.

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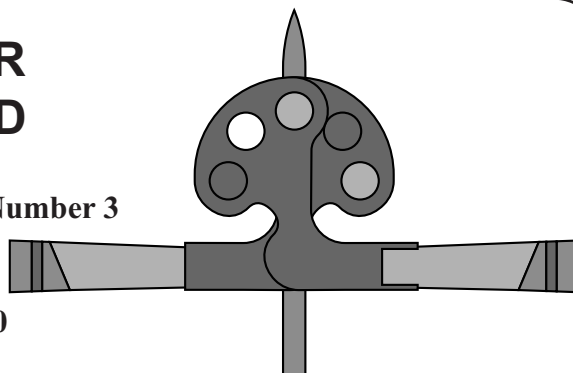
MAILING: The Dispatch is printed in the issue month and is mailed by the 4th Friday of that month. Please allow 2 weeks for delivery.

COVER: Large photo is a scene on Bob Werre's layout of some Milwaukee Road U-boats. Photo by Bob Werre
 Inset photo is Mel's Diner conversion by Jerry Schnur. Photo by Bob Malinowski

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Volume XXXIV Number 3

June 2010



NASG News, Remail	4
Jeff's Junction	5
New Products Report	6
NASG Convention Update	8
Loads for S Scale Open Top CarsEdwin Kirstatter	10
S Track Planning VIIIBy Jeff Madden	12
First Michigan S SpreeBy Jeff Madden	14
Mel's DinerJerry Schnur	15
S-Pikes at the Spring S SpreeJeff Madden	16
Part IV NASG CarsDoug Peck	18
S Tracks - OperationSam Powell	20-22
Club SandwichDave Pool	23-27
Extra Board	28
S-Calendar	29
NASG Convention CarsJeff Madden	30

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NASG NEWS

We need a new Convention Chairman: After many years as the NASG Convention Chairman Lee Johnson has decided to hang it up: no, not modeling in S, just the chairmanship. With conventions set up through 2012, we're in pretty good shape for a few years. Lee's legacy in this position is the tireless work he and others did on the Convention Handbook.

- Thanks Lee

New Dispatch E-Mail: The *Dispatch* has a new email effective immediately. The old one at hotmail is no good. New one nasgdispatch@gmail.com.

- Jeff

Booster and Manufacturer Ads: Enclosed in this issue is the Booster and Manufacturer Ad form for the August Directory that hopefully you can mail back as a renewal with or without changes. NEW!!! Our treasurer is requesting that these be **prepaid** as billing for these is rather tedious. You can use my new email above to send copy or confirm, but before the Directory is sent off - no dough, no go. I'll try to email those manufacturers who aren't members this same message or maybe see them in person at the convention.

S RAIL MAIL

NASG E-Group: I thought the NASG e-group was a pretty good idea. Most people in the S scale or S train e-group have little if any interest in the minutia of NASG business. The NASG trademark is a good example of something that should be posted on the NASG e-group. I was not aware that it became it's own group because of complaints, but because some NASG topics should be on their own group. The NASG trademark is a good example of something that is not really an S Scale topic.

- Don Thompson

Tragic news from New Zealand: Graham Selman of North Yard passed away suddenly in recent days. Of course, this is devastating for his family but could have far reaching consequences for the model railway hobby as many model railway producers used his excellent products and we are no exception. Only time will tell what the outcomes will be for the hobby and if anyone will pick up the products on which we all rely. Is there another manufacture of wheels other than North Yard?

- John Livie

Bad News for "S": On June 14th, S-Helper Service, American Models, and Des Plaines Hobbies were all notified by their manufacturer in China, Kader Industries, that Kader will not continue to produce their product. Only items under contracts with signed purchase orders will be honored. It seems, Kader will only continue to deal with large manufacturers such as Lionel and Atlas.

Although a very minor affect on us, as compared to SHS, AM, and DPH, it means our planned re-release of the Revere Sugar Hopper and the Narragansett Ale Reefer will be cancelled.

Kader Industries purchased Sanda Kan less than two years ago.

From the letter that we received, purchase orders issued before 14 June 2010 will be produced. This would include the 2010 Christmas Car and the rest of the fish-belly hoppers. Right now we are exploring other sources for our trains.

There are several builders in China and the American S manufacturers will be able to move their production to one of them. This will result in delays of future projects as new sources are sought out and tooling is transferred.

As for present projects, Kader and Sanda Kan are honoring the mentioned purchase orders and assured their clients that they will be completed by the end of 2010.

Remember, this does not effect S alone. Manufacturers in other scales have been sent the same notice.

- Doug Peck

Weather Tips for Duluth: I worked for 28 years and went to school for 8 years in Downtown Duluth. Eight minutes sounds like a reasonable amount of time for the walk. If it gets too hot or cold an enclosed heated and air conditioned Skywalk system extends from the convention site to the hotel to the public building across the street from the railroad museum. If you are coming to Duluth and plan to take any of the tours you need to bring clothing that will be comfortable in a temperature range of 40-90 degrees. The sheer immensity of Lake Superior, which is 480 miles long, 150 miles wide, 1600 feet deep, holds 10 percent of the world's fresh water supply, and has an average summer temperature of around 38 degrees, can overwhelm regional weather systems. You probably will be comfortable outside most of the time.

- Dave Poulin

New Model Railroad News: I skimmed the *Model Railroad News* the other day for anything about S. There were a few.

First was a three page review of the S Scale America's modern 53 foot reefers and boxcars showing four models in color. A nice review by a Flyer modeler.

Next a small writeup of Twin Whistle's release of a FDNY squad 18 firehouse kit with a color picture.

Continued on page 30

Jeff's Junction



Mini-Scenes on Layouts are in Vogue...

During the early years of model railroading mini-scenes were not a priority as far as layout scenery was concerned. Naturally, most modelers that scenicked layouts then were first concerned about bridges, structures, backdrops, tunnels, mountains and terrain.

Let me explain mini-scenes here. These usually involve figures, animals, vehicles, signage, vending machines, machinery, etc., that are strategically placed on a layout to evoke nostalgia, set the era, create human interest, and often to evoke humorous responses from visitors. There might be groups of figures and details placed to represent a parade, a police arrest, campers, swimmers, hoboes, farmers, track gangs, construction crews, and so on. Some scenes are meant to create realistic scenes in a city or rural area. Some scenes are tongue in cheek - like Spiderman on a building or a figure in an outhouse. Now, mini-scenes aren't just placing figures around the layout. They are more like creating an event to entertain viewers such as a vehicle accident scene with wrecked cars, ambulance, bystanders and police and rescue figures. Some modelers even sneak in some risque scenes like a nude swimmer or ladies of the night.

Some of the early model railroad pioneers of the mini-scene were the likes of Boyce Martin (HO), John Allen (HO) and Frank Ellison (O). Frank Titman, our premier S scaler, had many such scenes on his Delaware & Western and Spiral Hill layouts - these often featured Old Man McDonald or Ma Houlihan.

Besides Frank's layout and a few others in S, what do mini-scenes have to do about promoting S? Well, it's obvious ain't it? You can see more details in a mini-scene with the larger scales. For N you might have to get out the magnifying glass. For HO you'll need your reading glasses. But with S, O and G scales mini-scenes can become a more integral part of presenting a home or portable layout. Why do you think you see Arttista, Woodland Scenics, Model Power, MTH, Lionel, etc., getting on this bandwagon, especially involving O scale.

True, these figure sets are more prominent in O than

S. And true, O mini-scenes are going to be even easier to see than S. But S isn't so bad a size when trying to detail up a layout - and this then offers modelers who like to create mini-scenes a better alternative than N and HO.

Green Light and Motormax are two companies that produce 1/64 mini-scenes involving figures, accessories and vehicles. They are usually found in the discount stores. What else is available in S? Arttista has a lot of interesting S figures, but you'll have to add them to other accessories like the fork lift shown on page 7. Ertl still has lots of farm animals to utilize. American Models and S Helper Service offer some figures. So, in my mind the market for collective figures with accessories sold as a unit is a wide open market in S. Manufacturers just need to mimic the O combos such as bike riders, swimmers, hoboes, gas station workers, track gangs, etc.

In the Scenic Express catalog there are many O figure sets offered from different manufacturers. Included are a baseball team, railroad crew, exotic dancers, dock laborers, checker players, newstand with figures, folklift with figures, chain gang, farmers market, Victorian family. Some have more accessories than figures such as bicycles and riders, policeman with garbage cans and telephone booth, sitting figures with benches, brick layers with cement mixer and wheelbarrow.

With lots of RTR items in S layouts are progressing faster than before, and the economy might suggest that S modelers could afford to build up their scenic details before they spring for bigger budget items. Many of the mini-scene sets might already be out there - just not coordinated into themed sets. Let's bend some ears of manufacturers to see if they'll put some 1/64 sets together.



Here are some Arttista swimmers that could be the basis of a mini-scene set. Why not a few swimmers, a beach umbrella, a beach chair, a convertible car, a rowboat, etc., in a mini-scene set for S?

NEW PRODUCTS REPORT

By Jeff Madden

ARTTISTA (www.arttista.com). It's probably time to check the Arttista website for some new pewter figures in S. See photo in ad on page 7. No, Jim this is not a paid ad, it's just for New Products.

BACKWOODS MINIATURES (www.backwoodsminiatures.com). Some of us might have forgotten that this UK outfit has a Mack AC Railbus etched brass kit for sale for \$275. It is available in Sn3 and S standard gauge. Yes, it probably is a challenge to put together being a kit of flat brass that needs shaped and soldered.

BILL'S TRAIN SHOP (www.btsrr.com) has a third 2nd Street house available as a modestly priced laser kit. It's got a footprint similar to the other houses in the series - 17' x 21'. Kit #114 is only \$44.95 in S.

RAGGS TO RICHES (www.ragstoriches.biz) has a new laser kit of the Idaho Springs, CO mine. It takes up a space about 4-1/4" wide x 14 or 18" deep depending if it's built on a hillside. The kit lists for \$195.00. Two sets of support buildings sell for \$65 and \$85 respectively.

SUPPLY CAR LLC (www.supplycar.com). Deprived BUDD car fans -- as some of you may know, Bob McCarthy and I have been working on a project to produce scale length, prototypically correct BUDD cars using the AM body shells as "core" kits. I thought the list might like to see the progress we are making.

These kits use milled .020 styrene for the sides and roofs and feature the correct 1 1/2 inch small fluting as well as the proper large sides flutes with the unique top/bottom pieces. I have posted photos (under "BUDD Car project" folder) in the photos section. These are the first two pilot models, representing the third generation of development for these kits.

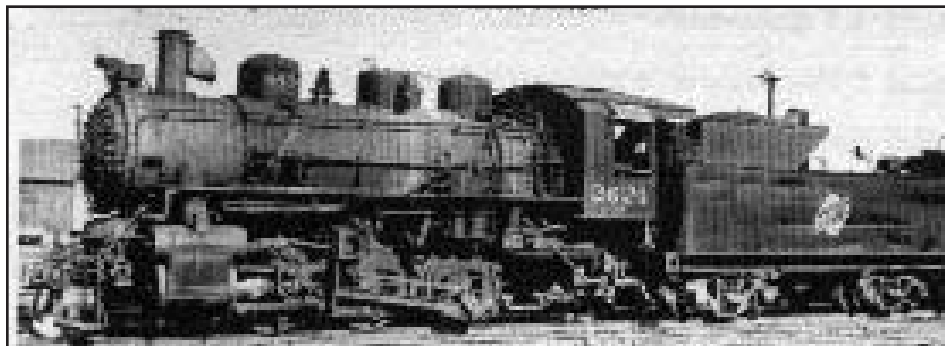
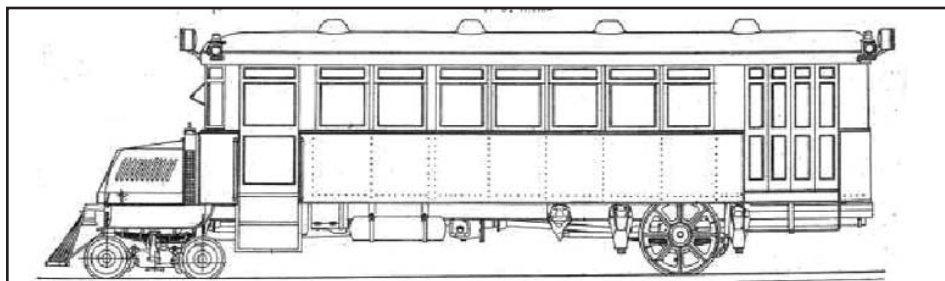
There are essentially 3 types of BUDD car styles: Type 1- "Wagon top" with roof skirting down to the window line (ala CZ, CB&Q, ATSF, NYC), Type 2- Flutes between the window line and roof sill, Type 3- No flutes between the window line and roof sill. Each of the later have variations on the theme. Of course, any version could come with full bottom skirts, no skirts, or partial skirts..each with or without small fluting.

The "Type 1" CZ dome car shown is the most difficult conversion because of the "wagon top" fluting and the full length skirts of the prototype. The "Type 3" Espee Chair

car is the easiest to model as it has no fluting above the window line and no center skirts. I hope to have a "Type 2" completed soon, as well as additional CZ cars (non-dome). Bob is working on a number of Southern road cars. He will bring all to Duluth for the NASG Convention.

We are using an established machinist for the computer milling and the detail is fantastic. The sides include window grommet lines and screening on the skirts, as appropriate. There will essentially be a list of "standard" (specific Road names/car types) kits available, together with the ability to produce custom sides for additional programming costs. More details to come as the project moves forward.
- Bob Hogan

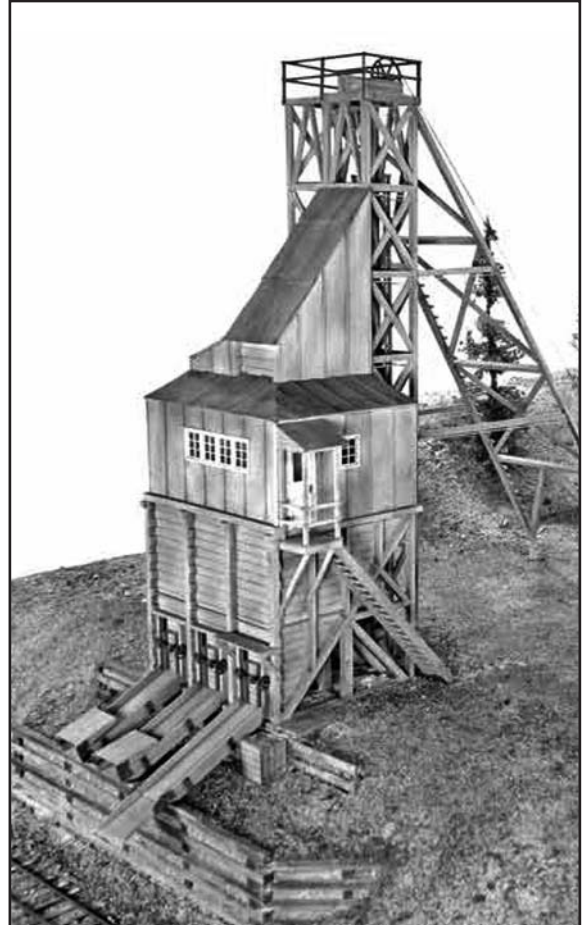
Below - Backwoods Miniatures Mack Railbus available in Sn3 and S Standard gauge.



Here's a photo of one of many road names that the River Raisin brass USRA 0-6-0 switcher will be available in. Details were in the last *Dispatch*.



WHAT'S NEW



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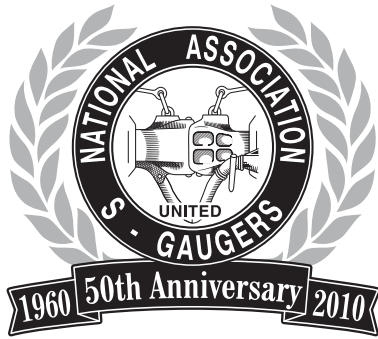
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NASG 50th Anniversary

National Association of S Gaugers

Annual Convention

July 21-25, 2010
Duluth, Minnesota

Tentative Timetable:

Date	Time	Event
Sun - Tue	July 18-20 By Appointment	Layout Tours in the Twin Cities area
Tue	July 20 7:00 PM 9:00 PM	Registration Open at Holiday Inn, Duluth, MN
Wed	July 21 6:30 AM 5:30 PM	Registration Open at Holiday Inn, Duluth, MN
Wed	July 21 7:00 AM 5:00 PM	"Iron Ore and the Iron House - Searching for surviving steam" Tour
Wed	July 21 6:00 PM Close	Welcoming Event at the Lake Superior Railroad Museum
Thu	July 22 7:00 AM Noon	Registration, Dealer/Flea Market and Modular Railroad Setup
Thu	July 22 9:00 AM 2:00 PM	Non-rail Tour - Glensheen Mansion and B&B's of Duluth
Thu	July 22 10:00 AM 2:00 PM	Model room open for setup
Thu	July 22 1:00 PM 9:00 PM	Registration, Dealer Hall / Layout Area open
Thu	July 22 3:00 PM 8:00 PM	Model room open for viewing
Thu	July 22 5:30 PM 6:30 PM	Dinner Hour - all activities closed
Thu	July 22 6:30 PM 9:30 PM	Registration, Dealer Hall / Layout Area, Model room open
Thu	July 22 8:00 PM 9:00 PM	Newcomers Clinic - First time participants at an NASG Convention
Thu	July 22 TBD	Clinics scheduled throughout the day
Fri	July 23 9:00 A 5:30 PM	Registration, Dealer Hall / Layout Area open
Fri	July 23 10:30 AM 3:00 PM	Chartered Rail Tour to Two Harbors
Fri	July 23 3:00 PM 5:30 PM	Model room open for viewing
Fri	July 23 5:30 PM 6:30 PM	Dinner Hour - all activities closed
Fri	July 23 6:30 PM 9:30 PM	Registration, Dealer Hall / Layout Area, Model room open
Fri	July 23 TBD	Clinics scheduled throughout the day
Fri	July 23 7:00 PM 9:00 PM	NASG BOT Meeting
Sat	July 24 9:00 AM 3:00 PM	Registration, Dealer Hall / Layout Area open
Sat	July 24 9:00 AM 11:00 AM	Model room open for viewing
Sat	July 24 TBD	Clinics scheduled throughout the day
Sat	July 24 10:00 AM 11:00 AM	NASG Membership Meeting

Date	Time		Event
Sat	July 24	11:00 AM 2:00 PM	Model room closed for judging
Sat	July 24	2:00 PM 4:00 PM	Model room open for viewing
Sat	July 24	3:00 PM 6:00 PM	Dealer Hall / Layout Area tear down
Sat	July 24	4:00 PM 6:00 PM	Model owners to pick up items
Sat	July 24	6:00 PM 7:30 PM	Cocktails and 5 Station Banquet
Sat	July 24	7:30 PM 9:00 PM	"50 Years of the NASG" Program
Sat	July 24	9:00 PM ?	NASG Auction
Sun	July 25 By Appointment		Layout tours in the Twin Cities area

ALL MATERIAL ASSOCIATED WITH THE CONVENTION MUST BE REMOVED FROM THE DECC BY 12 MIDNIGHT Saturday, July 24

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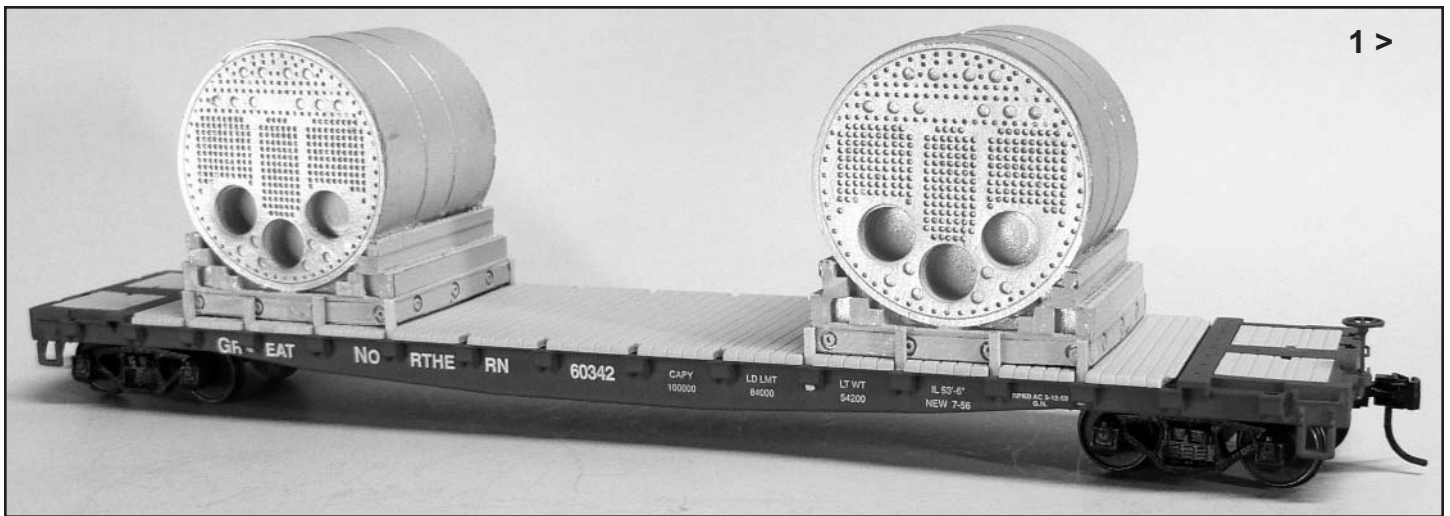
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LOADS FOR 'S' SCALE OPEN TOP CARS

By Edwin C. Kirstatter

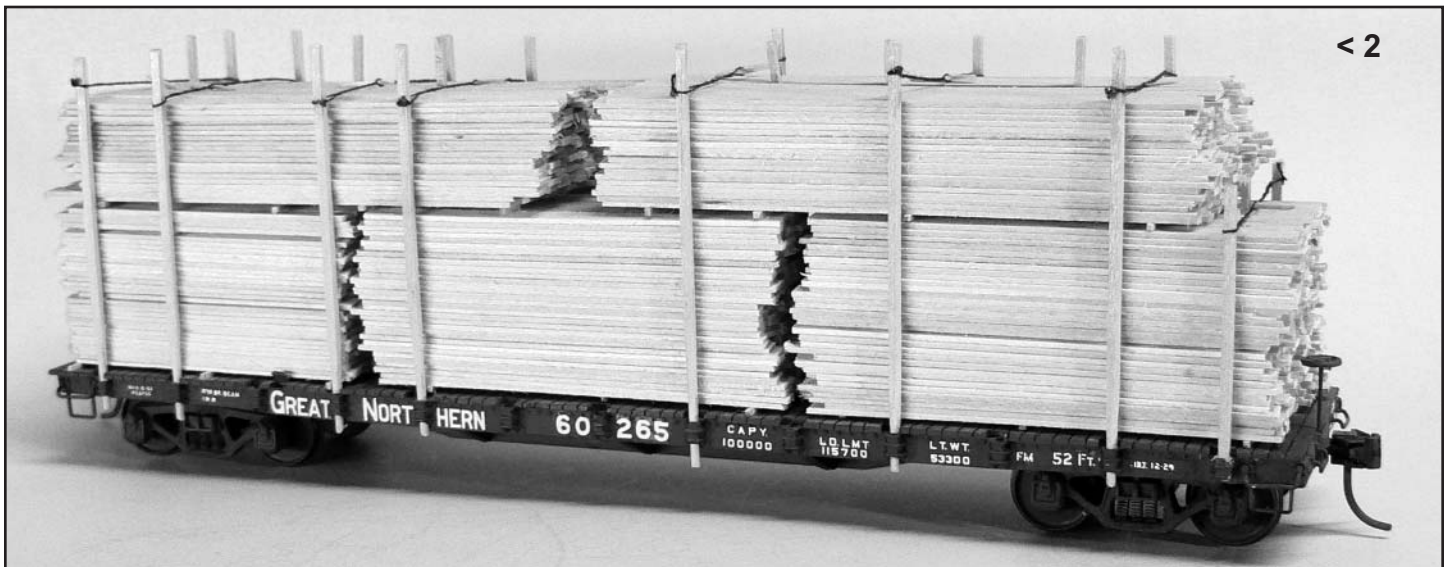
photos by the author

2. Another crossover load may be this Lionel GM diesel driven generator set. It has been seen on some Flyer flat cars as a load. I have placed it here on a Rex scale 40' flatcar that I had painted and lettered for a PRR Class FM. I painted the deck with Grimy Black to represent a creosoted deck. The Gen set was also painted with Model Master's Fifties Aqua to represent that color we have seen on GM diesel motors. This was cemented onto the flatcar deck and wood cribbing and blocks made from Northeastern 1/16" basswood were cemented next to it. A box was built up from scribed sheet stock and placed at the brake wheel end to be spare parts. A GM logo was downloaded from the Internet and printed on paper then cut out and pasted onto scrap wood to make a sign.



1. Since we have very few S scale things to use as loads for our open top cars like flats and gondolas we sometimes have to make do with things that may crossover from other scales. The Chooch Enterprises #7282 120 Ton Steam Boiler Equipment is labeled as Multi Scale HO & O scales. I think it is just right to load on an S scale flat car. The gears and belted wheels that come with it could also end up in an S gondola. To make up a load for one of the SHS 70 Ton General Steel Casting Company's 53' Flat cars I bought two of these kits so that I could have a believable load of two of these boilers on this flat car. These are modeled after Scotch Marine boilers.

A little sanding had to be done on the bottoms of these boilers to make them fit squarely on deck of this Great Northern model. The cribbing under these boilers represents very well the wood that would be used to shore up a boiler while being shipped on an open railroad car like this. I cemented these onto the model with Walther's Goo; it is contact type cement and will hold it just fine. I spaced them toward the ends of the car so as not to concentrate the weight all at center and make for an unsafe load. These are just wide enough that we can add stakes in the stake pockets to prevent these loads from shifting sidewise. I used 1/16" square wood for these stakes they were a tight fit in those pockets.



3. A rather inexpensive and simple load to model is a lumber load. These can be loaded on either flatcars or in gondolas. I loaded these that I made from Ice Cream sticks in this Regal Kit of a PRR G22b 46ft.

Steel gondola made from this wood kit. This adds some needed weight to this light model.

You can buy these sticks at a Party store or enjoy eating a lot of Ice Cream bars first. It's your choice. Cut the round ends off the sticks and sand smooth then stack them up seven high by four wide cementing them with wood glue and clamping until dry. In S these scale out to 4"x 20"x 22' long. Don't make the ends of stacks uniform. Make up four stacks for a car of this size. Place thin wood spacers between the layers then make up the vertical stakes from 1/16" wood with cross-ties at bottom under the piles and across top of load. You want these to be a snug fit inside your model but still be able to remove them if you want to run an empty car or change loads.

S TRACK PLANNING PART VIII

By Jeff Madden

Now here's a track plan that's actually under construction by NASG member Luther (Steve) Stephens in West Virginia. (Fig. 2) Previously in the Feb. 2007 *Dispatch* I showed a plan that I helped Luther design for a house in St. Louis. That layout only got started, but later he came back to me with some ideas for a new layout in his future retirement home in Weirton, WV. In between the two layouts we started designing another one, but this one ended up to be what he decided on.

Like any layout, when it's actually built there will be tweaks and changes. We already made some design changes in the roundhouse peninsula and the yard area. (See fig. 1) We added a track that looped directly from the roundhouse to the yard without having to go into and out of the mainline trackage.

Basically what we have here is twice around-the-walls track arrangement - single track with passing sidings and lots of industries. Yes, there is a duckunder as shown that Luther insisted on instead of a gate or lift bridges. Basically, this is a take off on Russ Mobley's old Atlantic & Pacific.

Operations:

You can make a loop on the lower level by taking the interchange track on the right side of the layout by the tower just up from Thurmond. Or, you can use the diamond and traverse the upper level before coming back down to make it a twice around.

Luther wanted a decent amount of small-town switching so we have 3 industries at Thurmond, the mine, Consumers' Fuel and 3 or 4 industries at the town on the left. The layout would be operated on sort of an out-and-back basis. A way freight most likely would leave the yard, traverse the mainline picking up

and setting out cars, and then return to the yard. If the wye isn't used by the yard, then a train would have to back in when the run was over. I would have a separate dedicated train to work the mine taking empties up and bringing back loads. Thru freights and passenger trains would just make a few loops and give the way freight and coal train operators something to get out of the way of.

Scenery

What Luther wanted was a West Virginia hill and valley look which is mostly to be accomplished with actual mountains and backdrops to depict the steep treed hillsides on the three sides with walls. Luther plans on using lightweight pink foam as much as possible for the hills.

The Yard Area

As shown on the left of the plan, the yard area is 2' wide but extends a total of 15'. A workbench will extend at right angles at the end of the 15' stub end yard along a wall. In the final plan we ended on squeezing 7 tracks in. If desired, a test track could extend from the outer yard track to the workbench.

The Engine Terminal

To accommodate a previously constructed roundhouse module, the engine terminal has its own peninsula. In the final design we made it 5' wide instead of 4 as shown and

straightened it out to be perpendicular to the main layout by Consumer's Fuel, but you get the idea - the engine terminal can be its own portable unit making it easy to move if necessary.

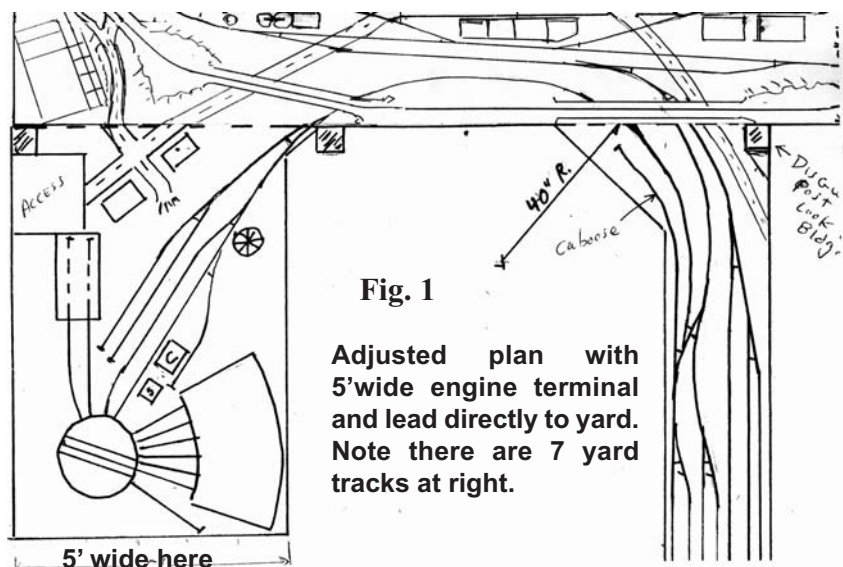
Trackage

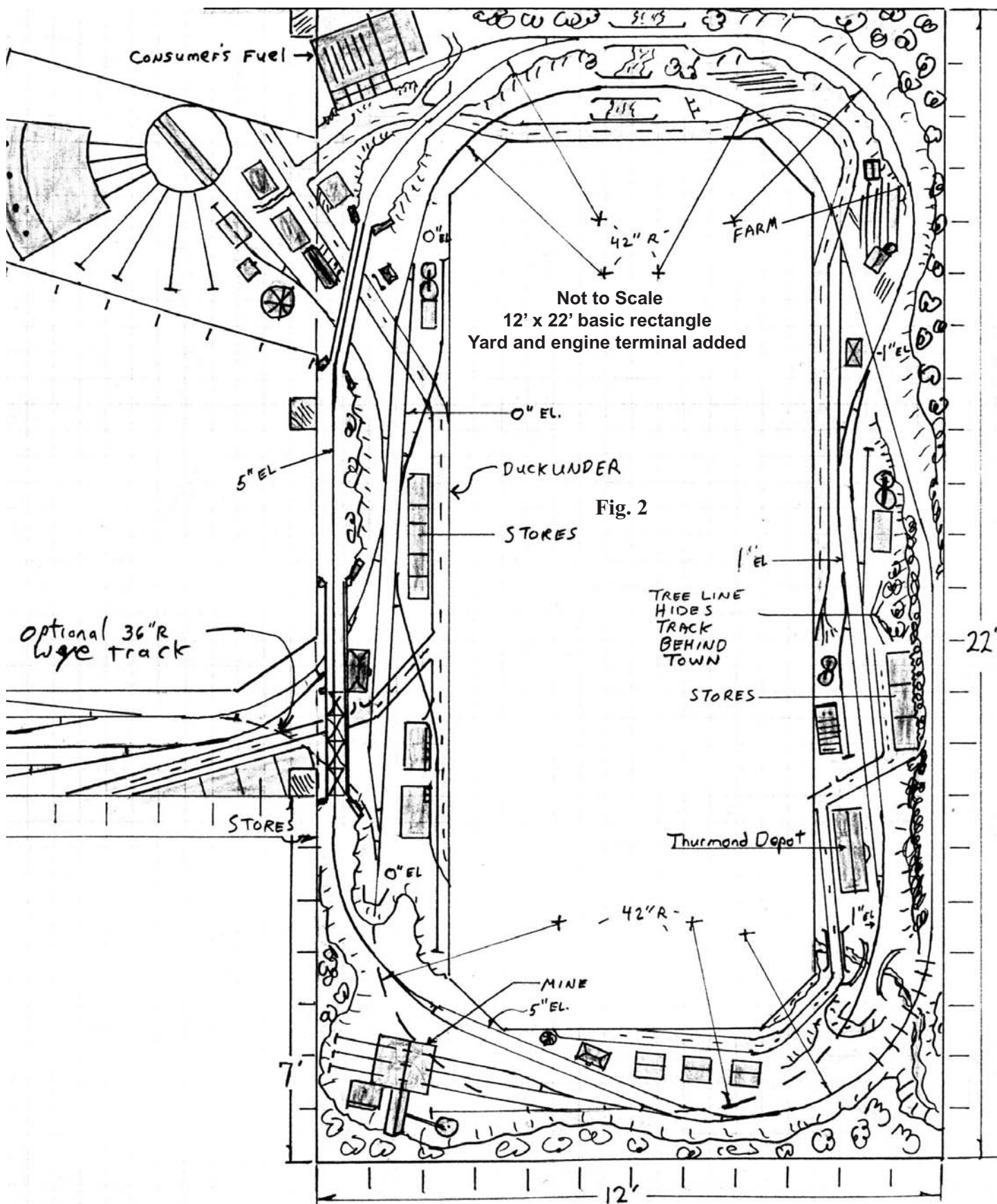
The minimum radius on the mainline was specified to be 42" to handle most steam and longer passenger cars. Turnouts will be a minimum of #6s. Luther is a scaler so he'll use code 100 for the most part, but this type of design would work as well with American Models or S Helper flex tracks. If using hi-rail you'd probably want to use custom turnouts such as from Tom's for the mainline turnouts.

Basically we have a 12' x 22' around-the-wall layout with a maximum width of 30" all around. This suggests building in sections - all set for a possible move. Not quite as simple as having all the tracks on one level, but doable.

The plan is drawn to scale, but with reducing to fit the page it probably comes out to about 3/8" equals a foot, but you have the dimensions.

So here you have it - twice around mainline, 3 small towns with passing sidings and industries, a coal mine, an engine terminal and a long stub yard to store the rolling stock.





First Michigan Spree a Success

Over 400 attended the first Spring S Spree in Michigan sponsored by the Southeastern Michigan S Gaugers (SMSG). Previously, the Spring S Spree had only been in 3 cities in Ohio - Columbus, Cleveland and Dayton. Hopefully, the 4th venue will continue giving the other clubs a longer break. According to Spree chairman Jerry Poniatowski there were around 170 vendor tables at the Dearborn, Michigan Ford Community & Performing Arts Center. The hall was plenty large enough for all the dealers and 6 layouts.

The newly rebuilt NASG 16' straight modules were there as were larger hi-rail layouts for the Central Ohio club and the Michigan club. Bob Pardington had his 16' hi-rail layout on display. In addition the Hoosier S Gaugers had a small portable scale layout and there was a small traditional Flyer layout.

The two cars offered by the club sold well - the Lionel AF GN boxcar and the AM GT gondola. Check the

website: www.smsgtrains.org to see if there are any remaining cars.

Clinics were well attended. I managed two put on by Brooks Stover and they were very interesting. I believe the other clinics were well attended also.

The one unusual event, or non-event was that there was no banquet. But maybe this was a blessing as it saved attendees money and allowed more time for layout visits after the sales ended on Saturday at 3 p.m. Roy Meissner and I managed to visit 6 layouts between Thursday and Sunday - Gaylord Gill's, Brooks Stovers', Dave Campbell's, Bob Stelmach's, Jerry Poniatowski's and Tom Hess's. We only missed a couple, but this mix included scale, hi-rail and American Flyer.

I'm sure that hosting the 2006 NASG convention in the southeast Michigan area gave the SMSG proper training for putting on a Spree. Thus, it was an overall success in my view. Good show guys. See pages 16-17 for an S-Pike montage of Spree photos in color.

- Jeff



Left to right, Brooks Stover, Tom Lennon, Walt Jopke and Alan Evans inspect the newly rebuilt NASG switching layout. It was rebuilt mostly by Doug Evans of Indiana.

Charles Malinowski of the Hoosier S Gaugers stands above their portable S scale layout at the Ford Center in Dearborn. Will Holt of the Chicago area and Terry (Stumpy) Stone of the eastern Ohio area have built similar small circular modular layouts for transporting to shows.



Photos by Jeff Madden

Another Motormax Diorama Conversion

MEL'S DINER

*Conversion of 1/64 Diorama
to a Full Size S Structure*

by Jerry Schnur

Photos by Charles Malinowski

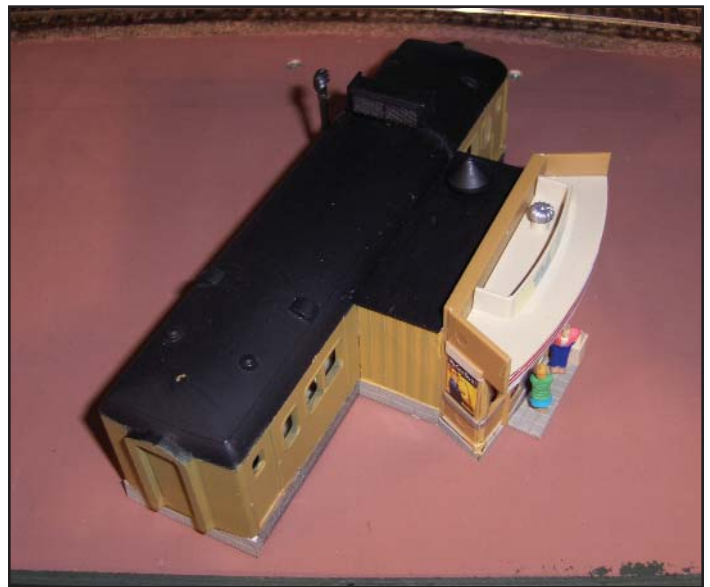
Here's another Jerry Schnur example of how to convert the Motormax 1/64 dioramas into full-size S scale structures.

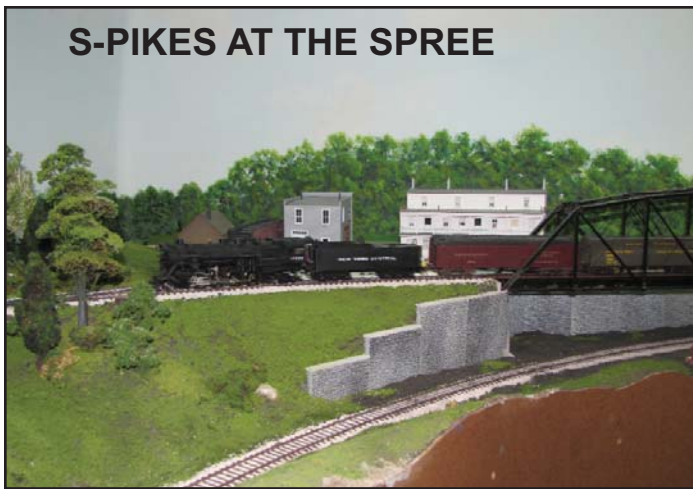
Mel's Diner

Mel's Diner, another American Graffiti (Motormax) diorama, provided me with another "fun" opportunity to practice the "art of scrounging." It started when I purchased two American Flyer New Haven coaches. The program was to make a 70-foot coach. The result was the coach plus two short sections that would ordinarily qualify as scrap.

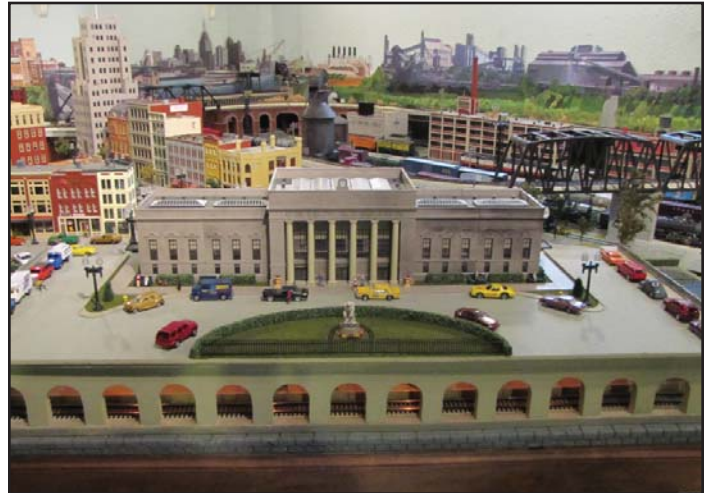
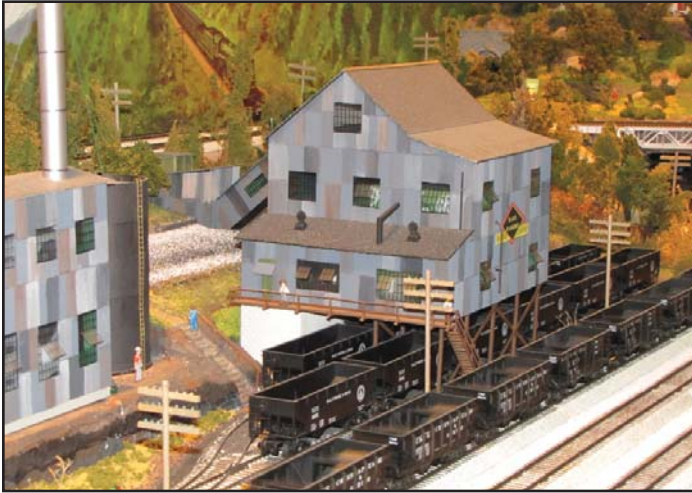
To make Mel's Diner a real diner it was obvious the two short coach sections joined together would provide the dining area and result in total utilizations onf the two coaches. No scrap! To connect the Mel's Diner diorama pieces to the coach area required a section to pull together the two separate coach pieces. It's the kitchen and service area, and diners must pass this grill area to gain access to the dining section.

The roof and side seams are covered with vertical pipes and roof items. The coach/dining area has a modest amount of interior detail such as tables and seats. The damaged doors were covered with wood pieces to hide the gaps. The dining area is mounted on a concrete block foundation. The whole unit was painted as close as I could match the front section.

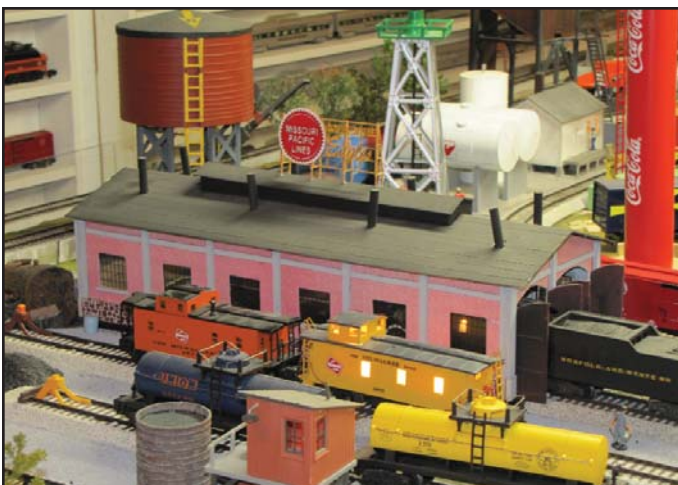




Above are two views of Gaylord Gill's Grand Valley Northeastern scale layout. The photo at right shows Gaylord demonstrating a unique pop-up scenery section.



Tom Hess of Northville, MI has some really nice scenery on his hi-rail layout. How about that modeling job on the Lehigh Valley mine. The city scene at right reflects the urban industrial areas of Michigan.



Dave Campbell's Flyer/hi-rail layout is called the Fourville. He has many unique mini-scenes on this layout. Did you know Dave played some amateur hockey in his younger years?
Photos by Jeff madden



Bob Stelmach's S scale layout has come a long way. It's DCC and sound. He also has a line of Sn42 (On30). Bob put a new Banta S cab on an On30 Shay. He's also converting an On30 mogul to S standard.



As expected Brooks Stover's well publicized S hi-rail Buffalo Creek and Gauley layout received many visitors. Note the interior detail in the enginehouse that is a scale mirror image of the prototype at Dundon, WV.



Jerry Poniatowski's C&O BL-2 pulls custom painted C&O passenger cars on the SMSG S-Mod layout at the Spree



Photos by Jeff madden



1997



1998



1999

THE NASG AMERICAN FLYER CAR PROJECT PART IV

Article and photos by Doug Peck

After a long delay, we continue our “history” of the NASG American Flyer Commemorative cars. In this installment, we’ll conclude the 1990’s by covering the cars of 1997, 1998, and 1999.

In 1997, NASG returned to the original plan of offering one commemorative car per year. For 1997, that car was a Pacific Fruit Express non-opening plug door reefer with both UP and SP heralds. This car was painted orange, with black roof and ends, all black lettering and a black brakewheel. Doors were printed with simulated hardware and “Close and Lock Door Before Moving Car” wording. The car number was 1697, signifying the 16th car in the series, released in 1997. In the lower left, “BLT 1997 FOR NASG” was printed in two lines and in small print. To the right of that, the CAPY 100000, LD LMT 115700, and LT WT152000 data was printed in three lines. In the lower right corner, five small lines of print indicated additional car size data: EXW 10-3; EW 9-6; IL 40-6; IW 9-0; IH 16-3. To the right of that data, two additional lines: H 13-4; and H 14-6. The car has the standard sheet-metal frame, with Lionel’s “new” S-gauge trucks that had been introduced in 1990.

There were 1100 PFEX cars were produced, and sold for \$55 including shipping. It did not sell out for about three years. I have no recollection of seeing this car listed on EBAY for quite some time, but my hunch is the 1997 car would presently sell in the area of \$75.

1998 marked a return to a tank car, always a popular choice! This was a single-dome white Magnolia Petroleum Co tank car with black chemical platform, black ladders, and stainless steel handrails. As usual, each end of the frame featured a plain black marker board, and one end had the usual black plastic brakewheel. Across the center of the car in large letters was “MAGNOLIA”. In smaller lettering above the handrail level, “MAGNOLIA PETROLEUM CO.”. Along the lower left side was “M.P.C.X. 1798”, and in the lower right, “BUILT 1998 FOR NASG” in a single line of larger print than usual. Centered between these was the car data in three lines: “CAPY 100,000 LBS”, “OR 10,000 GAL.”, AND “LT.WT. 57400 LBS. NEW 1-98”. On the far right end of each side was the ICC information in 8 lines, 4 above and 4 below the handrail level: “I.C.C. 103”, “A.C.A.F. Co.”, “SAFETY VALVE 25 LBS”, “FANS 60 LBS.”, “HEATER PIPES 200 LB.”, “TESTED 8-30-95”, “AT MILTON PA.”, AND “A.C.A.F. Co.”.

Finally, there was considerable print on both ends of the tank car, in five lines of large lettering: “M.P.C.X.

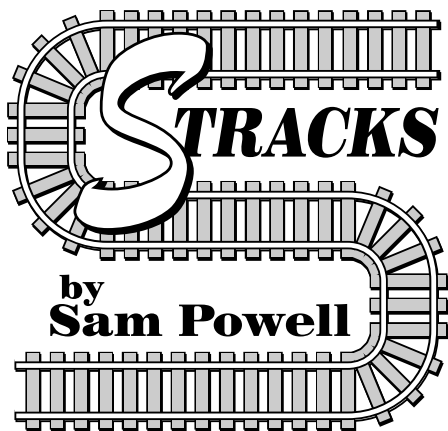
1798”, “CAPY. 100,000 LBS.”, “CAST STEEL YOKE”, “CARDWELL DRAFT GEAR”, and “No. 15 BRAKE BEAMS”. Both ends were lettered the same. There were 1000 Magnolia tank cars were produced, and were sold for \$49, shipping included. This car sold well, and as I recall, was sold out the following year. Today, it brings around \$95-\$100.

Finally, we ended the decade with the 1999 Great Northern illuminated caboose. This car utilized the new tooling first used by Lionel for the 48713 NKP “square window caboose” with offset cupola. Painted vermilion red, this caboose has a red underframe and black trucks. The black endfences were the new plastic fences with integral steps.

Beneath the cupola is the Great Northern Railway mountain goat herald, in black and white. To its right: “RADIO EQUIPPED” with lightning bolt, all in white. To the left of the herald, the “1899” car number is printed in black. And beneath the herald, “WHAT’S YOUR SAFETY SCORE TODAY?” in white. In the lower right corner of each side of the car, “BUILT 1999 BY LIONEL FOR NASG” appeared in small black print, in three lines, as well as the “1899” car number. Each end of the caboose carried the GN herald, all in white, to the right of the door.

Once again, 1000 cars were ordered, and 1025 were received. The car originally was sold for \$63, shipping included, and carried a three-car limit on orders. This was NASG’s first effort at producing a caboose, and it was not a successful one. Now, in 2010, we are still selling off the last of this caboose inventory---although the quantity remaining is finally getting low. They are now being sold for less than half the original price, and at below our original production cost. Why the poor response to this car? Several suggestions have been made. One is that Gilbert never produced a GN engine (except for the unpopular F9), and thus there was no great need for a GN caboose! Another is a negative AF collector reaction to the newly-tooled caboose, never made by Gilbert. And finally, a third suggestion is that members were less likely to purchase multiple cabooses, unlike a more likely purchase of boxcars, tank cars, etc. In all likelihood, all of these probably have some merit. At any rate, this GN caboose project was the most unsuccessful AF project since we began in 1988 !

That’s it for this installment. Next time, we’ll look at 2000, and begin to review the NASG AF cars of the 21st century!



Making a Case for Operation

Don't let the "O" word scare you. Even though it sounds like it, we are not talking about removing internal organs here. For those who may not know, operation is a term used to describe the practice of a group of model railroaders getting together to run trains on a schedule, with predetermined goals and transportation tasks. There exists a hard core group of model railroad operators who publish their thoughts on this subject in the mainline press and in the process make it sound much more formal, and much more rigid, in its structure than it need be. If the published articles have scared you off in the past, it might be time to **re-think "operations"** for your model railroad. As you might have figured out by now, the topics for this column are generated by whatever is my current activity on the Penn Creek Valley. The layout is now complete enough to begin operating sessions once I get the scheme in place for it.

The earlier Penn Creek Valley railroad had a structured operating group that met once a month, and we put the railroad through its paces on a regular basis. Here are the thoughts I have developed based on that experience, and on my reading and observing other operating groups.

Is my railroad appropriate for Operations?

Yes. Almost without exception, you can create some form of operating

scheme for your model railroad regardless of size or shape. You may have to play some mental games to get it to work, but so what? The entire model railroad is a mental game, and a fun one. There is nothing that says your model railroad has to be a certain size, or shape, or track plan for it to work. Of course, real world trains seldom run in circles, so if yours does, (and most of ours do in some way, even if it is disguised) you will have to invent some way to make the circle function as a point to point scheme. When Dan Vendermause was a boy, he had a Flyer layout which was circular in design. He made his trains go from here to there by mentally changing a town name with each lap of the layout. In this way, one town became many. And his trains covered many miles in the process. Don't let this kind of required creativity stop you from designing an operation scheme. You might end up wanting to make a few changes to make the track plan more operation friendly. But don't let that scare you away either. These changes will be fun to do, and will enhance the overall pleasure of the hobby.

Why Operations?

There are many good answers.

Operations keep things working. If you run the trains regularly everything stays in better condition. Just like that auto that sits in the garage all the time, if you don't take it out and drive it once in awhile, systems get cranky. Operating sessions show up the areas of the layout that need attention. If a turnout does not work, you won't know it if you are not trying to run trains over the entire railroad.

Operations get people together. Operating sessions bring people together, and puts them to a task that requires teamwork. This business of working together can be very gratifying. There are precious few activities outside of sports where it is so clear that teamwork is required, and rewarding. An awareness of where others are running

trains on the layout, and what they are doing is an essential part of a good operating scheme, and in the end that makes for a satisfying evening or afternoon. When you run trains alone, it is just not the same as when you work with a group. The feedback from operators is very useful as well. They keep us in touch with trouble spots, and can provide useful suggestions for track, scenery, structures, or rolling stock additions that would be enhancing in nature.

Operating sessions focus your modeling tasks and activities. If you have an operating scheme going, and a group gets together regularly to run trains, it becomes clear what changes or additions will most enhance the overall layout both visually, and operationally. Folks trying to get their tasks done with other trains on the line will have very useful comments to make about the addition of a turnout here, or a crossover there. This keeps the layout fresh, challenging, and a growing, constantly engaging activity.

Operating sessions force us to be balanced in our focus in the hobby. To often we get carried away with one activity within the hobby to the detriment of other phases. For instance, we may become master loco builders and never accumulate a fleet of cars to run behind them. Or we may build beautiful structures that don't have a layout to show them off. Or we may love scenery, and never stop to check to see if the trains will run. Or just the other way around, we may love track work, to the exclusion of scenery, but seeing the trains run through barren plywood landscape regularly can spur you to get some scenery down. The activity that seems to be the bane of most model railroaders is simply accumulating too much stuff. An operating scheme places some limits on our accumulations, as specific functions and locals become the motivators for our acquisitions.

What are the essentials of an Operating Scheme?

1. Pick a location for your trans-

portation network to be serving.

2. Decide what type of service your railroad provides.
3. Plan a schedule of trains to provide that service.
4. Plan any supplementary movements required.
5. Examine your current track plan to see how can fit this in, and what changes if any are needed.
6. Examine the size of your layout space, and decide how many operators can co-exist in the space.
7. Start to contact potential operators to get a crew together.
8. Decide on your paper scheme, if any. (Card order system).
9. Implement your paper scheme.

Now in more detail:

1. Pick a location for your transportation network to be serving.

Try to pick two towns from the real world, not too far apart that the model railroad could connect. They find the cities or towns the railroad could in theory connect. This is pretty easy, and can be great fun. Some pick real railroads, some just make it up. You can study maps of all kinds these days on the internet. I was lucky enough to get old system maps for the Pittsburgh and West Virginia when I planned the Penn Creek Valley. Whatever you do, select cities that you want to place on your layout, and try to model those at least in spirit if not literally. Don't let the lack of specific authenticity bother you. It's your layout, and you can do what you want, the way you want. Don't let the potential opinions or criticisms of others deter you at this point.

Of course you can try to get the flavor right. If you are modeling the West Coast, you won't have the kinds of mountains that you have on the East Coast. And if you are modeling a mostly urban setting the buildings will be more effective if they are typical of the area you say your layout is located in. However, I have seen modelers become paralyzed with inactivity because they could not get just the right bridge abutment, or station model they

thought they needed to be accurate. Don't let perfection become the enemy of good here. Make peace with your reality, and move on.

If you have a circular railroad, then you will need to get creative with your town placement. You might be able to place the cities that are at "opposite" ends of the line, on opposite sides of a view break of some kind such as a mountain. If the layout is circular, you can both run trains round and round to break in locos, and just train watch, or run them from one "end Point" to the other when in operational mode.

2. Decide what type of service your railroad provides

This will determine the type of equipment you will run on your railroad. Since Flyer produced mostly class one, big time locos and cars, S has gotten drawn into that modeling world. Ed Loizeaux's railroad is an excellent example of this kind of S gauge model railroad. Since a few smaller locos have come out in S, most notably the 2-8-0 by S helper, and the road switchers by various manufacturers, model railroads patterned after smaller roads have been showing up in S. Brooks Stover's Buffalo Creek and Gauley is a good example of this type. Keep in mind that if you want large, class one main line railroading you will need more space. This will help you decide what kind of equipment you want to focus on building or buying in the future as well as what kind of trains you will run.

3. Plan a schedule of trains to provide that service.

Don't let this be overwhelming. It can be as simple as to say there will be two local freights, two through freights, two local passenger trains, and two through passenger trains in a session. Or, you can designate more or fewer than that if you want. Once you decide what trains, then decide the order of the trains. In general, real railroads try to schedule local trains in a way that will not interfere with the movement of through trains. Back when

I was a kid watching trains along the B&O line between Washington and Baltimore, that meant the through freights, and express passenger trains were early and late in the day, and peddler freights, which switched the local industries were out in the middle of the day.

4. Plan any supplementary movements required.

These would be such activities as switching local yards, or servicing the locomotives, and passenger cars, if these are on your roster.

5. Examine your current track plan to see how can fit this in, and what changes if any are needed.

This may be the most challenging part of the task. If your layout is small, you may have to make the tough decision of paring down your schedule at this time. If the layout is large, you may still have to figure out if you have enough track to pull off multiple moves at once. If trains are moving in opposite directions at the same time, is there a place they can pass each other? If your layout is basically some kind of loop, then you will need to have two of these passing sidings. If you do not have them now, it may be possible to add one or two. **Is there a place to store, and or turn locomotives?** This detail in a track plan adds great flexibility to your train movements. Is there a place to store cabooses? Do you have tracks for sorting freight cars to make up and break up trains? These would be most useful for making up the local trains that switch the industries along the line. If not, you might be able to add a yard at one end of the existing layout or the other. Do you have a place to store cars when not in use. One thing that really gets in the way of successful operations is too many cars on the tracks.

Once you have figured out how your layout can be made to represent the area you say you are modeling, then check to see if side tracks with industries can be designed for your railroad to serve. These can be existing sidings, or sidings you add. And, they can be

buildings already on your layout, or ones you make or buy for that function. This will provide focus for your structure selection.

6. Examine the size of your layout space, and decide how many operators can co-exist in the space.

Up to a point, the more aisle space the better. If people have to back out of the aisle to get around each other, that makes for crowded and uncomfortable operations. My layouts have always been a little tight. One of the things I have admired about Brooks Stover's layout, among many others things, is the generous space he has allowed in the center of the room. I hope to join him one day operating the layout. If you have an existing layout, and you have not filled the room to overflowing with benchwork and track, then you are in luck. If not, then you might have to limit the size of your crews, or schedule trains skillfully to keep operators out of each other's way.

Some strategies to help here would be to avoid putting intense switching locations directly across the aisle from each other. I made this mistake in my first large Penn Creek Valley, and then altered the track plan to cut down on the congestion this caused. Another is to try and make your yards far apart if possible. If your layout is small, then this will not be possible, but don't let this stop you from designing an operations system. You may just need to keep the size of your crew to 1 or 2 other people. That can still be fun.

7. Start to contact potential operators to get a crew together.

Sometimes this is easy, and sometimes not so. I always had crews of at least 6 folks wanting to run trains. If you are in a small town, or out in the country, it might be

harder. But getting your crew established will help in designing your operating scheme.

8. Decide on your paper work, if any.

There are many good articles out there on how to keep track of the car movements and train movements on your model railroad. My advice is, keep it simple. The more complex, the more likely the operation sessions will become more work than fun. Some schemes use a switch list of cars that are to be dropped off and picked up, and a list of through trains, which may or may not include details as to cars and destinations. The more information you require here, the more work and tedium will be involved in preparation.

I will share this much with you. If you can design a scheme that uses the cars on the layout just where they are when you start each session regardless of what car movements you made informally between sessions, and which does not require carefully setting the stage by moving cars around to prescribed locations, you will find it easier to live with. You will look forward to sessions, and not eventually feel weighted down by the preparation such a scheme can require. Don't let the tail wag the dog. Remember, you are there to have fun, and that does not require living up to anyone else's idea of what a good operating scheme is or isn't. Simple is fine.

It is best to have paper of some kind in the hands of the operators. It does not matter how complex or simple, how loose, or how accurate. But, paper makes it feel more official. It gives the operators something tangible to hold onto to keep track of what they are doing. And, for rea-

sons I cannot explain, when I have not supplied paper to my operators, they did not take their jobs as seriously. They left feeling like they had not done anything "real". If you just say, move that train from here to there, they will do it, but feel like they just did something whimsical, and not official. So, make the paper work minimal, but I do recommend paper.

9. Implement your paper scheme

The last thing to do is make the paper forms essential to operating your railroad. This includes the outline of all the earlier things mentioned above. That would be numbers one through four on the list. It can be helpful to include a schematic of the real railroad you are depicting, and the layout you are operating over. These days a computer makes this a simple task. I use Excel a fair amount. It is easy to manage and produces very professional looking charts and graphs of everything from schedules to train lists.

If you haven't previously considered starting operations on your model railroad, give it some thought now. The information I have shared is elementary, and just the tip of the iceberg,, but is a fairly complete outline of the basic process of establishing an operating group and scheme. And, if you haven't built your layout yet, keep the ideas above in mind as you plan it. In the end, your layout will be better for this kind of thinking. If you follow the formula outline above, the scheme will develop itself, and you will end up with a group of train guys running trains every once in awhile, and having a good time.

Good luck, and have fun. Sam Powell



THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** members met at the home of John and Pat Fucile, in Holbrook, MA. for their meeting on March 20.. Tom Robichaud is President of the **BSG**; Helen Lenart, V.P.; Chet Brown, Treasurer; and Dick Connors, Secretary of the club. The members 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 Fifth Annual Flying Yankee Celebration was scheduled for Friday, April 16, at the Executive Court Hotel, in Manchester,, NH. Club members attended as a group event.

The **CSSQ** is the newsletter of the **Canadian S Modelers** who submit descriptions of their recent train modeling activities to the editors of the newsletter, for publication in same. Charles and Helen Hicks edit the newsletter. The newsletter is more a report on the activities of the individual members than it is a report of the club activities. Most of the Canadian S modelers are very skilled S scale technicians who follow the Canadian railway prototypes, and model the trains that are/were operated in Canada. The most recent newsletter issue includes articles by Ervin Rahr, Hank Duivendode, Andrew Malette, Jim Martin, Ken Garber, Paul Raham, Tom Spaulding and others. Photos illustrate the various articles describing the S model projects described by the members who submitted their project descriptions. Several members set up an operating modular layout at the Train Show held in Copetown, this year. The layout has scenery and was well received by show visitors. In the recent newsletter, Andrew Malette explained how he built a model of "the Canadian" passenger train using American Models FP-7 diesels with details to represent the CPR prototype train locomotives. Ken Garber described the use of a scribed ruler that can be purchased from Michaels Craft Stores and used to scale drawings for model construction. Jim Martin described the available miniature vehicles that can be kit-bashed

or converted for use on an S scale layout. Paul Raham and Tom Spaulding had their portable layout at the Kingston, Ontario Train Show on March 21/22.

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. The club members met at the home of Dick Kramer in Middlebury, CT.. for their monthly meeting on May 8, 2010 Club member Rudy Williams in Hamden, CT. has requested the help of the Club members to disassemble his layout and pack up his trains because of a planned move to Maryland. Rudy and his wife Denise will be selling their home in Hamden, CT and moving to Maryland. Rudy has plans to be active in the Baltimore Area AF Club (BAAFC) that is in the area where he plans to move. Club members will miss Rudy's positive attitude and willingness to support the club activities, and promote S gauge trains.

The **CSG** plans to hold their June meeting at the home of Stan Stokrocki, in Poughkeepsie, N.Y. The plan is to hold the meeting at the home of the host and weather permitting, go on an excursion to the Poughkeepsie/Walkway bridge over the Hudson River. The Club recently welcomed Ron Smith of Waterbury, CT as a new member. Long time Club member Bill Mark, Jr. has been ill recently and would like to hear from the club members with cards or personal communications. Bill has a wonderfully detailed N.Y.C. prototype layout in his basement which is maintained by Bill and his son Bill Mark, III. The layout is S scale, and operates mostly N.Y.C. prototype trains. Bill and his son are skilled modelers who have entered and won with train models in recent NASG train convention model contests.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of Charlie Bettinger, in Vernon/Rockville, CT. in late April, 2010. Eleven members attended the meeting, including the host. Charlie has constructed several S train layouts in the recent past years. The Charlestown and Pattiville RR was his original layout and it was featured in the Kalmbach Great Model Railroads book back in 1999. It included a mirror to increase the scenery and create the illusion of depth. Dave Plourde is coordinator of the group, and has pretty well recovered from Lyme disease. Steve Allen plans and edits the club newsletter. The club recently welcomed new member Fred Anthony from Springfield, MA. 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.

The **Western N.Y. S scale Association (WNYSSA)** set up their modules on March 28, 2010 along with the Rochester Area S Gaugers (RASG) at the GSME Train Show in Batavia, N.Y. Club members Don Webster and Roger Huff brought their straight modules and the RASG club members brought their corner modules for the layout set up. Don displayed his S scale model of the Buffalo, N.Y. Lehigh Valley RR terminal/station. Don Webster coordinates the club module set ups. Gregg Mummert coordinates the club activities and edits the club newsletter. The club newsletter is being distributed by e-mail, as a cost savings to the membership. Several club members are planning on attending the upcoming NASG convention to be held on July 21-25, 2010 in Duluth, MN.

The **Rochester Area S Gaugers Club (RASG)** has a web site managed by member Bill Johnson, and it is used to display photos of recent events that the club has planned and attended. The club set up and operated a display layout at the GSME Train Show, held on March 28, at the Batavia Downs, Batavia, N.Y. (see description above). The club has set up jointly with the WNYSSA club members at other train shows and it works well for both groups.. The club website includes a scrapbook and schedule of events page.

The *Waybill* is the official newsletter publication of the **South Jersey S Gaugers (SJSG)** and the club meets on a regular basis on the first Friday of the month, at the Stratford, N.J. Senior Center. Play Trains events held by the club are meets at a member's home to operate a layout or visit to a model RR event or place, without any club business meeting taking place. Officers of the club are: Hank Worrell, Pres.; Greg Berndtson, V.P.; Steve Politowski, Sec'ty.; Joe Balcer, Treasurer; and Ken Palmer, Ass't. Treasurer. The club is considering places to set up and operate their layout at train shows and other places in the coming year. The club members were disappointed at the closing of the South Jersey RR Museum, in Tuckahoe, N.J. at the end of last year. The Museum was operated by the Shore Line Historical Society, and all future Tuckahoe Train shows are cancelled. Declining membership and financial catastrophies of the Summer and Winter 2009 train shows contributed to the Museum's need to close. The SJSG have displayed their layout at past train shows of the Museum.

SJSG Club member Ron Schon recently hosted the club members for a Play Trains meeting and operation of his layout in Berlin, N. J. The new club layout is presently undergoing re-wiring and solving of a problem with the RR flashing lights. Work sessions on the club layout were moved to the home of Ron Schon. Bob Foster was scheduled to give a clinic on "bringing your old engines out of hibernation" at the May, 2010 club meeting. The club recently welcomed new member David Blask who is an AF operator who has interest in changing to Hi-rail operation.

The **North Penn S Gaugers (NPSG)** met at the Schwenckfeld Manor on May 22 to discuss their plans for the Fall and future. The club rents space in the basement of the Manor, and has access to a meeting room on the main floor. The March club meeting was held on 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 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. 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 have purchased 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 April 12., and May 10, 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 has found a good location for meeting locations are church social halls or fire dept. halls. A member of the club can host the meeting and coordinate the availability of the hall. The club members discussed possible programs for their meetings, and a lot of very good ideas were presented at one of the recent meetings. The club set up and operated a layout at the 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 April 25 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 held a fund raiser on May 1, 2010 at the Masonic Bldg. near the Westmoreland Mall. The club attended and displayed a layout. Club member Andy Lorince hosted the club members for their meeting on May 23, 2010 near the Squirrel Hill tunnels. The host has a layout under construction. The club members decided to use the DCC control system with their DCC-equipped SW-9 diesel loco on their modular layout. The layout will be powered by a NCE Power Cab, which is now in use on the NASG modular layout, and is light and portable. There may be some track turnout

issues with the new power system that the club members must work out. The next *Coffee and Trains* meeting of the club is scheduled for June 15, at the Harmerville Kings restaurant in Harmerville (off PA. 280), and the next club meeting is scheduled for Sunday June 27 at the Kennedy First Alliance Church, McKees Rocks, PA.

The **Baltimore Area AF Club (BAAFC)** club members met at the home of George Glover, for their meeting on March 13. Twenty club members attended the meeting (including the host) and enjoyed operations on the host's layout. The club has recently installed commercial backdrops on their layout set up. Club members set up and operated their layout at the Hampstead, MD. Day Celebration on May 22 in Hampstead, MD. This event is an annual city festival, and the club sets up it's layout in the train station. 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. Twenty-two members attended including the hosts. The hosts are constructing a large S layout in a room 39 ft. x 17 ft.. The layout is under construction with only the track for the subway down that will be part of a city scene on the layout. Club member Nick Mellonas hosted the club for their May meeting in Gaithersburg, MD. on May 15, 2010. Ron Kolb and Howard Zane were scheduled to host the June club meeting, and the club was planning on setting up and operating their layout at the Train Collectors Assoc. National (TCA) Convention on June 25/26, 2010. This event, to be held in Baltimore, MD., will be an excellent place to show case S gauge trains. The BAAFC will be operating a joint layout with the Atlantic Coast S Gaugers (ACSG) at the convention.

The **Blue Ridge "S"calers (BRSC)** had a meeting in Kingsport, TN on May 8, 2010. Twelve members attended the meeting. Three clinics were presented along with ample discussion about S gauge and the organization of the group. Gary Rabetoy gave a clinic on soldering; Ken Marsh (RR author) gave a clinic on the history of the Clinchfield RR and how it shaped Kingsport; and Ken Parson (of Stoneworks) presented as clinic on a very unique way to paint brick & stone walls.

The next meeting of the group will be in the Fall, 2010 or Spring, 2011 in Hendersonville, NC.. Dean Odiome is coordinating the group's get togethers. Dean can be contacted by email at: dodiorne@embarq-mail.com (He is in the NASG *Dispatch* membership listings) If you live nearby support this group.

The Atlantic Coast S Gaugers (ACSG) have been busy during February and March, 2010. The group has a website maintained by Marvin Thiel, and Joseph Haenn (Joe's Train Repair) supplies info on the clubs activities. The Carolinas Division was in Clifton Forge, New Bern, and Winston-Salem with display layouts at various events. The Georgia Division had two train shows in Atlanta, GA. And the Tidewater Division had shows in Clifton Forge, Virginia Beach, and New Bern, N.C. The website maintained by Marvin includes photos of train layouts maintained by the various club members. These are listed under "Members Layouts" on the website.

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 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. These include: George Scott (Ellenton, FL.), Richard Brown (St Petersburg, FL), Fred Rhyne (Lutz, FL.). Fred Rhyne is Treasurer of the club and supplied information about the club activities.

The Chicagoland Assoc. of S Gaugers, Inc. (CASG) plans to set up a layout 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 them on October 22/23, 2010. This 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 Special car for the event are an Elgin, Joliet, & Eastern RR box car in green over orange, or a 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 club 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 August club meeting is scheduled to be hosted by David Wise in Naperville, IL. on Aug. 20. The club is planning on having a club outing to visit the S scale layout of Bob Jackson, in Springfield, IL. on a weekend in August. Details of this event are yet to be finalized.

The club recently welcomed member Leigh Maginniss to the club. Leigh has recently retired as a professor of biology at DePaul University, and in addition to trains enjoys building balsa aircraft models, hiking, jogging, biking, and walking.

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. Tom Hartrum is Recording Secretary for the club meetings. Denny White hosted the club members for the March meeting, in Xenia, OH. The club had two work sessions for the purpose of repairing/upgrading their layout. The first session was at the home of Denny and Margo White on April 17 to work on several modules including the new yard and laying track. The second work session was 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 club is planning to set up and operate their layout at the Carillon Park Rail Festival, in Dayton, OH. on June 26/27.

The Stateline S Gaugers (SLSG) met at the home of George and Ruthanne Sorensen on April 18, in Belvidere, IL. The club 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 members are planning to have a Family Picnic on August 8, hosted by Bob & Barbara Disse. Dave and Pam Oberholtzer are scheduled to host the club meeting in September. Dave and Martha Pippitt are scheduled for the October club meeting, and Steve and Cindy Davidson are scheduled to host the club in November, 2010. A recent newsletter issue edited by Vera Flood included an interesting article on the history of the U.S. RR track gauge that is in common use today..

The Central Ohio S Gaugers (COSG) has a club newsletter edited by Alan Evans, and distributed via e-mail (in several formats so all can enjoy). The club officers are as follows: David Stilp, Pres.; John Myers, V.P.; Tom Brinker, Treasurer; Alan Evans, Secretary; with John Frazier, Art Lofton, and Don Divney serving as Trustees. Mike McPherson & Dana Davis hosted the club for the meeting on April 25, in Upper Sandusky, OH. Although a dozen or so club members attend the club meetings, there is a need to have more member participation at events where 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 club set up and operated a layout at the April 10 Buckeye Train Show held in the Lausche Building, with set up on Friday April 9. Bernie and Pat Gustina held the May club meeting at their home in Westerville, OH. The host has recently added an upper loop to his layout and also upgraded the track work in the switching yard.

The Southeastern Michigan S Gaugers (SMSG) sponsored the 2010 Spring S Spree held on April 30/May 1 at the Ford Community & Performing Arts Center, Dearborn, MI. The SMSG brought and operated their layout at the event. The SMSG club has 41 paid up

members as reported at the March 2010 club meeting by Earl Carlsen, club treasurer. Gaylord Gill hosted the club members for their meeting on May 16, in Highland, MI. The June 27 club meeting will be held at the home of Dave Campbell in Oxford, MI. Gordon Michael ably edits the club news via meeting notes. Bob Stelmach is the president of the club at the present time. Gordy Michael is Secretary; Earl Carlsen, Treasurer; and Tom Hess, Bill Bartlam and Tom Hawley serve as Members-at-Large on the club Board of Directors. The club recently welcomed new member Bruce Decker from Redford, MI. and Raymond Hall of County Down, Northern Ireland.

The Northern Ohio S Scalpers (NOSS) held their May 23 meeting at the home of John & Pat Henning's in Valley City, OH. Chuck Klein presented the last steam run on the B & O Railroad. Chuck recently completed his second term as NMRA Division IV Superintendent and he is a B & O fan and historian. Jack Sudimak coordinates the club activity, and Chris Borgmeyer ably edits and distributes the club news letter. Some of the club members attend the meetings of the NMRA Division IV, 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 Annual Picnic of the club will be held on June 27, at the CV & WS Model RR Club in Olmsted Falls, OH. Bill Cramer will coordinate the event for the club members. Eight or nine club members attended the Spring S Spree, held in Dearborn, MI. and attended on Friday and Saturday. Those attending came back with stories of the layout visits that they enjoyed, and word about a new B & O caboose kit in S scale. The club members set up a layout at the B & O HS mini con Show at the West Lafayette Church, on May 15, 2010. Club member Mike Lytle converted the new Fastrack turnouts to a single button control with the two-throw system underneath. A possible new member was met at the show.

The Badgerland S Gaugers (BSG) will be joining forces with the Chicagoland S Gaugers to set up an S-Mod layout at the 75th annual NMRA convention in Milwaukee. It will be at the National Train Show during the weekend

of July 16-18. The club has sadly lost one of its long-time members, Trumann Garrett. He had been a member since 1977. He was given the title "Director Emeritis" several years ago.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their April 16 meeting at the home of Bob and 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 hosted 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 displayed their layout at the Missouri History Museum, for a two day exhibit. Two members arrived 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.

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, and plaster falling from the HO gauge layout, etc. The layout was operational in early April, 2010. The club set up and operated their modular layout display at the Leavenworth Carousel Museum. On April 10 the club members were 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 the inventory of trains from the Newt Brown collection. Paul is the president of the club.

The Golden Spike AF Train Club (GSAFTC) set up a layout at two Boy Scout Shows, one in Salt Lake, UT. and one in Ogden, UT. The Salt Lake Scout-a-Rama had well over 10,000 scouts in attendance. Jim Buckley coordinates the club activities. The club plans to display a layout at a Train Show on August 6-8, in Evanston, WY.; and at the Wasatch Rail's Salt Lake Show at the Salt Lake City Fairgrounds on November 12-14. A club meeting is scheduled for Aug. 21, at the home of Len, in Layton, UT.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) at a recent meeting of the club 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 Section of the newsletter describing the club members is entitled "Around the Empire." All the elected officers agreed to serve for two year terms for the club. Bruce and Bonnie Renshaw hosted the May 8, 2010 club meeting in Lewiston, ID., and Sam Rapp is scheduled to host on June 12 in Tekoa, WA. Cliff Baxter is scheduled for the club meeting on Sept. 11, in Coeur d'Alene, WA. Cliff is working on a possible boat ride for the members attending the meeting. The club took their layout to the Boy Scout Camporee held at the Spokane County Fairgrounds on May 22, 2010. This year is the 100th anniversary of the scouting movement, and over 4000 scouts were at the event. Sam Rapp coordinated the club layout display and gave a clinic on building simple cardstock buildings.

The **IESGAPN** Club has embarked on a plan to have modeling clinics at selected meetings of the group. The first program was at the meeting held at the home of Bruce Taylor, in Newport, WA. on April

10, 2010. Vic Cherven, Jr. coordinated the event which was entitled Track Planning & Layout Design. The meeting host is in the process of planning an S layout in a room in his dwelling, and a scale drawing of the room was distributed to those attending the program/meeting. Vic led off the clinic with a 15 minute general tutorial on the event. Club members attending were given the opportunity to sketching ideas for the space allocated for a layout at the home of Bruce Taylor.

John Eichmann coordinator of the **Rocky Mountain High Railers (RMHR)** sent out an announcement recently describing the activities of the club and the status of their portable layout. Their newest layout has two levels, the lower of the two is 30 inches above the floor to accommodate the view of children, and the upper level is 5.5 inches higher than the lower level. The layout includes a twelve track double-ended yard for train assembly/storage. Shane Jibben is the club treasurer, The club layout is named Lookout Junction III, and it requires a space of 22.5 ft. x 26 ft., about the same as the previous layout. Plans call for a DCC/AC loop on the lower level. Since his first announcement about the RMHR, John has retired after 28 years employment for the City of Boise, ID. This explains how the mayors of Boise were attendees at the various exhibits of the S layout. Several club members are owners/employees of a company called Trusscraft, Inc. where the next of several scheduled club meetings is planned for June 19, to work on their portable layout. The club celebrated their 15 th year anniversary on June 5, 2010. The club plans to exhibit their layout at the Treasure Val-

ley Train Expo, on Sept. 10, at O'Connor Field House, Caldwell, ID. ; and the Treasure Valley Train Expo on Sept. 12, at the Idaho Falls Rec. Center. On Oct. 9, 2010 the club is planning on setting up and displaying their layout at the Railshow 2010.

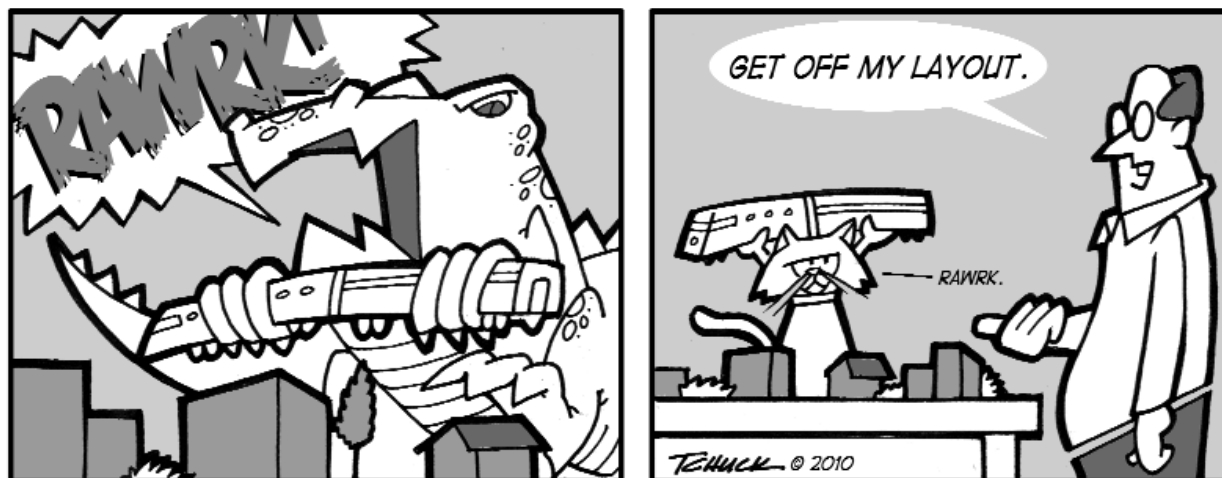
The April, 2010 meeting of the **Southern Calif. S Gaugers (SCSG)** was held at the home of Jeff Kruger and fifteen members attended. Jeff Kruger is the coordinator of the club activities and ably edits the club newsletter which is distributed via e-mail.. The club hosted the S Fest West, 2010 held April 30 to May 2, 2010. Club member Don Stratton coordinating the event. The event was held at the Embassy Suites in Monrovia, CA. Dennis Bagby coordinatd the reservations. Plans and details for the S Fest West were of primary concern at the recent club meetings. Cindy Friedberg obtained information on shirts and hats that would be worn by the club members at the Fest. The May club meeting was held at the home of Gene Capron, in Pomona, CA. with fifteen members and three prospective members attending. Roland Short presented a clinic on maintaining and repairing AF locomotives. Don Stratton reported on the S Fest West event sponsored by the club, and Don felt that the event was very successful. Comments from attendees and sellers were very favorable. The banquet speaker, Ted Hamlin, was entertaining and the banquet was well attended. The June 12 meeting of the club was scheduled to be at the home of Don Stratton, in West Covina, CA.

The **Bay Area S Scalpers (BASS)** held a meeting at the home of Michael Eldridge, on May 22., in San Jose, CA. Gra-

ham 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 20 th meeting in Livermore, CA. Seven members attended and witnessed the flawless operation of the host's Sn3 layout. 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 set up and operated their layout at the Dunsmuir RR Days, on June 11-13. The layout was also to 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 an 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. Those club members attending and setting up the layout at the Dunsmuir Railroad Days were invited to a dinner on Friday evening at the home of Bill and Paula Young, in Mt. Shasta, CA.

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.

Asleep At The Switch



Have a humorous train idea for Asleep At The Switch? Email it to aats@tchuck.com

EXTRA BOARD

OUR SYMPATHY TO GERRY EVANS

Condolences to Gerry Evans, our Western VP, on the recent loss of his wife, Janet, in Arizona. Since then Gerry has decided to move back to the St. Louis area to be closer to family and friends.

HAPPY BIRTHDAY TO THE ROCKY MOUNTAIN HI-RAILERS

(Excerpted from the *S Say* club newsletter) - The Rocky Mountain Hi-Railers S gauge model railroad club celebrated its 15th anniversary on June 5. Editor John Eichmann explains that they've come a long way since the first meeting in 1995. He says they've constructed 3 portable layouts and won many awards for them in competition. The latest version of Lookout Junction will be displayed at the 2011 National Train Show (conjunction NASG convention) in Sacramento, CA. The club is based in Boise, Idaho.

S IN NON-S PUBLICATIONS

- Mar./Apr. 2010 *Narrow Gauge and Shortline Gazette*. Five page article on the Sn3 Silver Sam Juan - authored by Sam Furukawa. Note that the Sam in Silver Sam Juan is not a typo.

- July 2010 *CTT* - Two page article on building a starter American Flyer layout by Ben Stiles.



BERNIE THOMAS MEMORIAL AWARD UPDATE

In the early 1960s S gauge was in a far different situation that it is today. Manufacturers were few and S gaugers had a dim view of the future. However, Bernie Thomas of Pittsburgh, PA (area) was one with a positive outlook for the future of S. He was active and optimistic, working tirelessly to support newcomers with articles on AF conversions and other simple projects. He became the NASG's second General Director and developed the rotating, visiting club format which evolved into our present annual convention.

He traveled to attend meetings and judge contests wherever S could be promoted. Bernie died unexpectedly at age 50 in 1965 - the day after attending an S gauge meeting with John Sudimak.

As a living memorial to this pioneer, Dick Schlott and the Deep South S Gaugers originated the **Bernie Thomas Memorial Award**. It has been presented every year since. The selection process is coordinated by the NASG Board of Trustees, and according to the Constitution read: "In recognition of their past accomplishments and meritorious service to S Gauge...This award shall be presented annually and carry with it conference of Honorary Membership in the NASG, which shall be good for life."

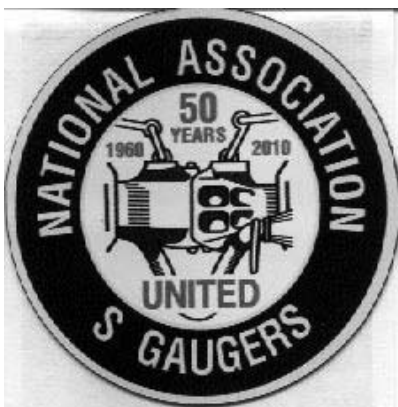
Award Winners:

1966	Wallace Collins	1987	Rolain Mercier
1967	Frank Titman	1988	Don DeWitt
1968	Frank Titman	1989	Tom Marsh
1969	Ed Schumacher (dec.)	1990	Bill Krause (dec.)
1970	John Bortz	1991	Kent Singer
1971	Robert Blois (dec.)	1992	Russ Mobley (dec.)
1972	Claud Wade (dec.)	1993	Jim Kindraka
1973	Howard Sandusky (dec.)	1994	Mike Ferraro
1974	Donald Heimburger	1995	Dick Karnes
1975	Leonard Giovannoli (dec.)	1996	Doug Peck
1976	Walter Graeff (dec.)	1997	Bill and Diane Wade
1977	Josh Seltzer (dec.) Barb Seltzer added in 1992)	1998	Alan Evans
1978	G. Richard Cataldi	1999	Ed Loizeaux
1979	Donald Heimburger	2000	Lee Johnson
1980	John Sudimak (dec.)	2001	Tom Robinson
1981	Ernie Horr (dec.)	2002	Paul Yorke
1982	Don and Robin Thompson	2003	Craig O'Connell
1983	Tom Coughlan (dec.)	2004	John Foley
1984	Sam and Elaine Powell	2005	Bill Mark Jr.
1985	Avery "Swede" Norlin (dec.)	2006	Jess Bennett
1986	Ron Bashista	2007	Stan Furmanak
		2008	Bob Werre
		2009	Jeff Madden

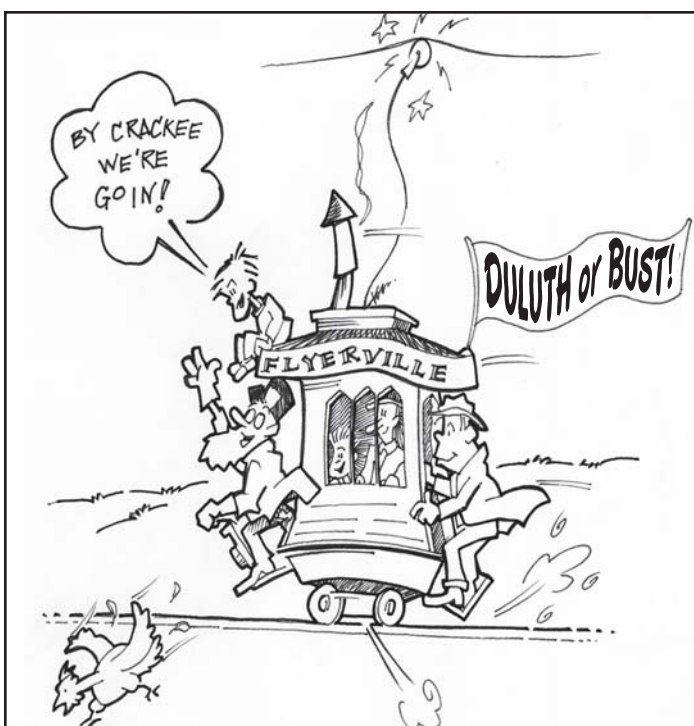


An American Hi-Rail doodlebug crosses a girder bridge on the Badgerland S Gaugers' modular layout at the November 2009 Trainfest in Milwaukee. This resin cast model produced several years ago came only in hi-rail. It appears it is similar to the generic Bachmann HO one. Scene depth is only about 2' so this demonstrates what a backdrop can do for a module.

Photo by Jeff Madden



This is an image of the new NASG refrigerator magnet as available from the Clearing House. They are 3" in diameter. Note the 50 years inscription. Check the nasg website if you need to order one by mail, or just see Roy at the convention. Colors are same as patch with 50 years 1960-2010 and United in red.



S Calendar

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. 22-23 2010: 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.

Feb. 17-21, 2011: Sn3 Symposium in Monrovia, CA - www.sn3-2011.com.

April 29-30, 2011: Spring S Spree, hosted by the Central Ohio S Gaugers. Hilliard, Ohio (Columbus) at the Franklin County Fairgrounds. www.cosg.org for details.

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. Lee will pass on the convention info to the new chairman (see page4) as soon as one is selected. Ed.

 www.nasg.org

NASG CONVENTION CARS - the last 26 years -

1985	AM Gold Rush 40' boxcar - no prototype	2000	SHS 40' wood reefer (no hatches), Chateau Martin Wine and PRS silver SP boxcar.
1986	AM Ford ribside hopper	2001	SHS 40' wood reefer, Lackawanna
1987	? Illinois	2002	SHS 40' wood reefer, Nickel Plate Road
1988	AM 40' plug door reefer, CNJ orange	2003	S Scale America 10,000 gallon tank car, Sinclair green
1989	AM 40' boxcar, Wabash	2004	S Scale America (modern) 53' Evans double door boxcar, C&NW
1990	AM 50' gondola, P&WV	2005	SHS 40' wood reefer, Curve Beer
1991	PRS 50' double door boxcar, NYC Earlybird	2006	AM 50' gondola with coil loads, Pere Marquette
1992	? Cleveland	2007	SHS PS-2 covered hopper, Maryland Midland
1993	? Philadelphia area		SHS 40' wood reefer, National Bohemian Beer
1994	PRS 40' boxcar, SP&S	2008	SHS 40' wood reefer, Moxie
1995	S Scale America Cambria & Indiana H39 hopper - I don't think these ever delivered. ??	2009	SHS 40' wooden reefers (2), Lemp Falstaff Beer and Falstaff Beer.
1996	SHS PS-2 covered hopper, DT&I orange	2010	S Scale America, 40' X-29 boxcar, Chicago Great Western (will be delivered in fall 2010)
1997	PRS 50' double door boxcar, D&RGW orange and silver.		
1998	SHS 53' piggyback, B&M w/B&M trailer		
1999	SHS 2 and 3 bay PS-2 covered hopper lettered for M&STL (gray) and PRS SOO reefer		

Once American Models began producing plastic injection molded freight cars, virtually all NASG conventions since the mid 1980s offered a convention car or two. PRS cars early on were popular choices too due to the fact they would do limited runs. These were all kits though as were early AM models. The first SHS convention car was in 1996 and these were RTR. The 1995 Altoona convention tried to do an S Scale America (not owned by Des Plaines Hobbies then), but production never got off the ground. I don't believe any of these were ever produced. Since Des Plaines took over S

Scale America they have contributed two cars and are working on the 2010 one. Our S manufacturers have certainly benefitted by having conventions and Sprees and Fests ordering cars with custom paint schemes. These sponsorships have also encouraged these manufacturers to produce different types of cars.

If anybody can fill in the blanks for 1987, 1992, 1993 and years prior to 1985 - let me know and I'll put them in the *Dispatch*. - Jeff

Rail Mail Continued from page 4

And last is the S Curves series by Dick Karnes on *The National Association of S Gaugers at age 50-An Assessment*. Two pages devoted to this, a little history lesson here.

Only a few S ads by American Models, Bar Mills, Hobby Loads, Pine Canyon and Ye Olde Huff N Puff.

Of other interest there is on page 30 an ad by Enter-

tainment Junction of Westchester, Ohio about their Worlds Largest Indoor Train Display. 25,000 sq. ft. layout, Hundreds of bridges and trestles built from scratch, 16ft high mountains, travel through three time periods of railroading. That is just north of Cincy off I-75.

On their Events & Activities page their is listed in Van Wert on July 17-18th a Railroad Heritage Weekend at the county fair grounds.

- Edwin Kerstatter

More Magazine Resources

1961-1964

S Gauge Herald

(Volumes 1 through 5)
on a single CD
\$5 postpaid



Note e-mail address!

Russell M. Mobley Memorial Library
Dick Karnes, Librarian
4323 86th Ave. SE
Mercer Island, WA 98040-4124
nasglibrary@yahoo.com



ALL THE FLYER YOU DESIRE!
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Dave Blum
PIKEVILLE MODELS

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Pikesville, MD 21208-4425
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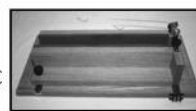


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Edward Goldin
Phone: 847-727-0857
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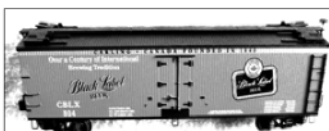


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"Specialists in S-Gauge Railroadng"
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ON-LINE CATALOG, OR \$6.00 BY MAIL.

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Carling Black Label
Wood-sided reefer
Our final run of this popular car!
Two new numbers: 799 and 812
\$52.95 each, + shipping
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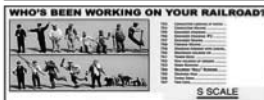


"Bullfrog Snot" — make your
own traction tires!
\$24.95

ANIMATED SIGNS:
Large selection available!



"Up The Creek Paddle Shop"
\$75 + shipping



Artista, and other,
figures — 1:58 to 1:64
scale



NEW: "POLAR EXPRESS" gold decals in S-
scale, for engine, tender, and 5 cars. \$15
Special deal on Am Models 4-8-4 Northern and
Heavyweight passenger car set, plus decal set.
See our homepage for details!

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Weights 13 lbs! New On/Off Switch
Great slow speed and powerful for any S steam engine
~~\$109.95~~ Intro Price of \$ 89.95



New S-Scale E8's with Budd Passenger cars from American Models !

AC models with sound coming soon !

Southern Pacific daylight E8's with matching Budd sets and 3 extra coaches available. Missouri Pacific "Colorado Eagle", with Budd sets and coaches. E8s are available separately or in AA sets. Up to 3 extra coaches available separately. Lighted interiors, and all wheel pick up are standard. AF compatible sets starting at \$549.95 (A unit DC with 4 Budd car set).



Texas Special Set !

Limited run, available as AA
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Dual power, double A engines with 4 Budd cars,
3 individual extra coaches
available separately.

The leader in S scale for 28 years

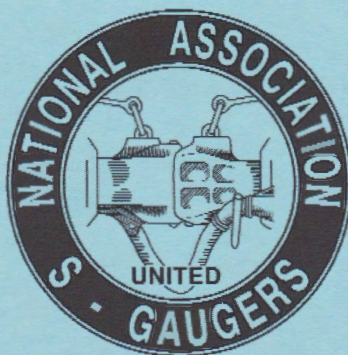


American Models 10087 Colonial Industrial Dr. South Lyon, MI 48178

Phone 248-437-6800 Fax 248-437-9454

www.americanmodels.com





NASG MEMBERS BOOSTER ADS

For the August 2010 Directory issue
ONLY \$10.00 each, \$20.00 each for a double size ad
Your art work or ours

MANUFACTURERS & DEALERS

Business card size ad for August 2010 Directory issue
ONLY \$25.00 each
Your Art work or ours

PAYMENT MUST BE INCLUDED WITH FORM FOR NEW OR RENEWAL BOOSTER OR MANUFACTURE'S AD BY JULY 31ST. ARTWORK CAN BE E-MAILED, BUT PAYMENT MUST FOLLOW BEFORE INSERTION IN THE DIRECTORY.

Name

Business Name if Applicable

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Zip+4

Phone (include area code)

E-mail Address

Website if Applicable

Please write your ad information on the reverse side of this form or attach.

Then make your check payable to NASG and mail to:

NASG C/O Jeff Madden
438 Bron Derw Ct.,
Wales, WI. 53183

email:
nasgdispatch@gmail.com

☐ Please check here if you intend to continue use of your ad from the previous year.



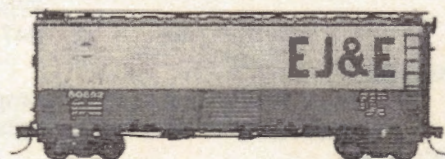
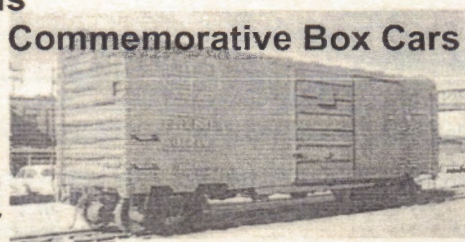
**Do NOT
Miss This!
Be Part of the
Largest S
Event . . .
. . . Anywhere!**

The Fall S Fest is annually the largest gathering for S, 1/64 Model Railroading. And this year will be the biggest of the big! October 22-23 will see more S trains and S model railroaders in a single local as it celebrates its 35th Anniversary at the Tinley Park Convention Center in the south Chicago suburb. Additional activities are scheduled on October 21 and 24. Highlights will include:

- » 17,000 Square Foot Display Hall with Manufacturer's Booths and More Than 225 Display Tables
- » 5,500 Square Foot Layout Room with More Than Ten Operating Layouts of all Sizes
- » Operation Life Saver Parade Train Rides and Presentations
- » Clinics » Hospitality and Video Room » Model Contest » Train Races
- » Family Programs including Friday Night at the Movies, Children's Layout Operating Sessions, Shopping Trip without the Trip, Children's Saturday Pizza Party
- » Door Prizes, Raffle Drawings, Silent Auctions
- » Special Fall S Fest Elgin, Joliet and Eastern Commemorative Box Cars
- » Annual Banquet and Auction
- » Early Arrival Layout Tours and Reception

Use the Registration Form on the reverse to register today to have the S gauge time of your life.

Hotel Reservations can be made at the Tinley Park Holiday Inn by calling 708-444-1100 and ask for the Fall S Fest rate.



Additional Information is Available on the Web at:

www.fallsfest.net

or call

Registrar - Joel Lebovitz at 847-212-3451 (Evenings)

or

Will Holt at 630-881-9025

**FALL S FEST 2010
OCTOBER 22-23, 2010
TINLEY PARK, ILLINOIS
GENERAL REGISTRATION**



– Register soon to be part of this super weekend of S GAUGE MODEL RAILROADING! –

FALL S FEST 2010 REGISTRATION					
DESCRIPTION:	QUANTITY:	¹ PRIOR TO JUNE 28, 2010:	¹ PRIOR TO SEPTEMBER 27, 2010:	SEPT 27, 2010 & LATER, OR AT THE DOOR ² :	SUB-TOTAL:
* Individual/Family Registration	1	\$ 15.00	\$ 17.50	\$ 20.00	\$
S Fest Banquet		\$ 37.00	\$ 37.00	\$ 37.00	
Saturday Children's Pizza Party (Ages 12 and Under)		\$ 8.00	\$ 8.00	\$ 8.00	
S Fest Patch		\$ 5.00 each	\$ 5.00 each	\$ 5.00 each	
** 6' X 30" Tables		→→→	→→→	** as below	
Fall S Fest Car #1 – Elgin, Joliet & Eastern Green over Orange with Contrast Lettering		Limit – 1 of Each Car Per Registration. Limited Run - Only 150 of Each Car is Available. (If all cars are not ordered prior to the Fest, remaining cars will be available for sale on-site.)		\$ 50.00 each	
Fall S Fest Car #2 – Elgin, Joliet & Eastern Green with Orange Lettering				\$ 50.00 each	
Confirmation of registration will be sent!			Total Registration Fees:		

Registrant Name: _____

Spouse Name for
Badge (if attending) : _____

Child Name(s) for Badge(s) (if attending): _____

Ste./Apt. Number: _____

Telephone: () _____

Street: _____

City: _____

State: _____

Zip: _____

E-Mail Address: _____

MAKE CHECKS PAYABLE TO: Chicagoland Association of S Gaugers, Incorporated

MAIL REGISTRATION TO: Joel Lebovitz
CASG Fall S Fest 2010
159 Shadowbend Drive
Wheeling, Illinois 60090-3151
847-212-3541

NOTES:

¹ Postmark date will be used for compliance with each registration deadline.

² Single day, higher rate, limited registration will be available, but only site. Only full registrations will be accepted in advance.

* Family registration includes the primary registration, spouse registration and registration for all children 17 and younger.

** All dealer and individual tables are 6' X 30". Rates for tables are on an escalating scale: 1 Table is \$ 15.00; 2 Tables are \$ 35.00; 3 Tables are \$ 60.00; 4 Tables are \$ 90.00; 5 Or More Tables are \$ 25.00 each. Make your location selection on the reverse. Even with more than 230 tables available, a sell out of table space is expected. When tables are sold out, a waiting list will be established (see below).

~~ Without prior notice to Chicagoland Association of S Gaugers and/or special arrangement, tables or spaces **not occupied by 5:00 P. M., Friday, October 22, will be resold** (no refunds) to those on the table waiting list. The waiting list is in order of receipt of registration, table request and payment; first-come, first-served. ~~

2010 S Scale Show Car for O Scale National/ S West 5

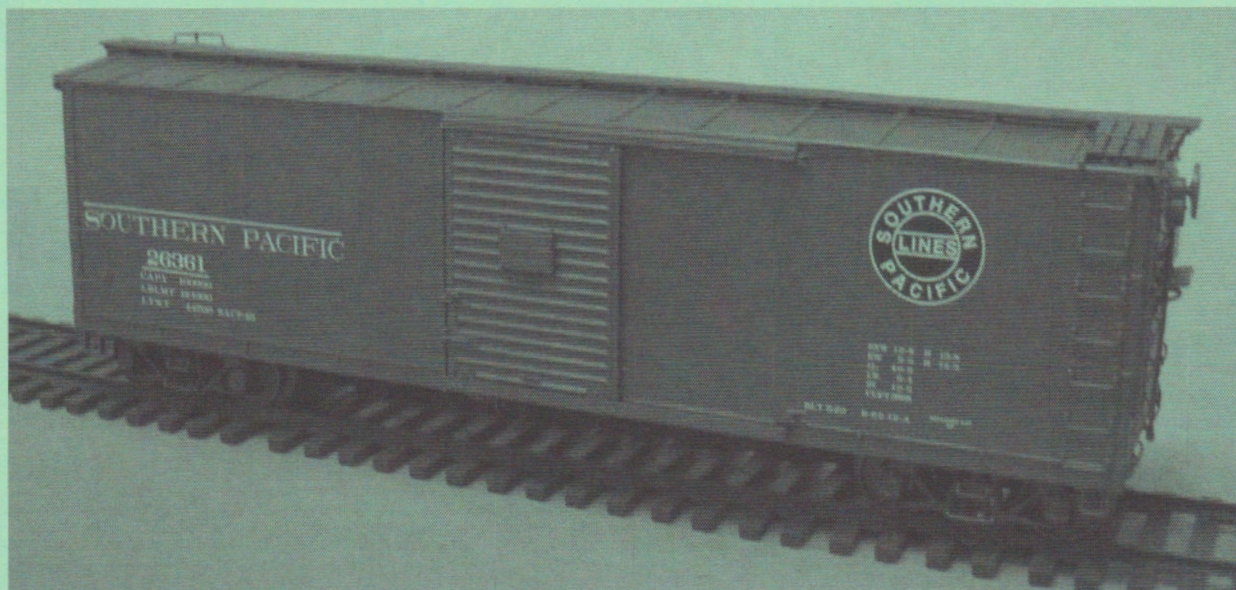


Photo by Don Seeburger

As part of the 2010 O Scale National/S West 5, the Bay Area S Scalpers are offering a Southern Pacific 40 foot rebuilt boxcar produced by S-Helper Service. This car is a stand-in for Southern Pacific class B-50-12A boxcar. During 1949 and 1950, Southern Pacific took 675 of its class B-50-12 outside braced wood boxcars, and rebuilt them with steel sides, reworked steel ends, and a new roof. 241 of these cars were still in revenue service in 1960, and many of these cars were in auto parts service through the mid 1960s. They carried auto parts from Flint, MI to other parts of the country, Ford radiators from Whittier, CA to the Detroit area, and Oldsmobile engines across the country.

The model is being offered in four road numbers. The car is available in both scale and Hi-Rail. Scale couplers are not included.

S Scale Car For S West 5 Order Form For Southern Pacific Rebuilt Box Car

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Select Road No.: ☐ 26361 ☐ 27162 ☐ 27233 ☐ 27354

Make checks payable to:
Bay Area S Scalpers

Qty. _____ X \$53.00 ea. \$ _____

California Residents add local sales tax: \$ _____

Please add \$8.00 shipping for the first car and \$3.00 for each additional car: \$ _____

Mail to: Bay Area S Scalpers
c/o Lee Johnson
2472 Lariat Lane
Walnut Creek, CA 94596

Total Enclosed \$ _____