

# DISPATCH

# THIS IS S

## SPECIAL ISSUE





# NASG NEWS

This special issue of the *Dispatch* is designed not only to show that there are accomplished modelers in S scale, but that there is also a wide range of rolling stock and structures available. While manufacturers come and go, the scale lives on as better and better goods are produced. Once known as the "scratch builders scale", S now enjoys a large number of off the shelf pieces of rolling stock, structures and accessory items. Also, the "previously owned" market is quite large and one can find almost anything with a little patience. The NASG website at [www.nasg.org](http://www.nasg.org) will help you understand how broad the options are with listings and links to manufacturers, and showcasing many photos of some of the

rolling stock that have been produced. On the website you will find far more than can be put into a single *Dispatch* or even several years of the magazine.

This issue is also special in that it closes Jeff Madden's editorship at exactly 20 years after he started. This is a record that will probably never be matched. Fortunately, he will remain on in as Editor Emeritus, providing us with convention coverage and some articles of wisdom.

This issue also marks the beginning of a new NASG administration. We are already fortunate in that the next several years' worth of conventions are lined up, and now we can devote ourselves to improving how the NASG operates and responds to the members' needs. Look for some nice changes ahead!

- Have fun! Bill Winans, NASG President

## S OS from... TOWER by Jeff Madden



### A GREAT RUN - by Jeff Madden

Well, yes, if you read the intro at the top from our new president, Bill Winans, the statement is true. I am stepping down as the full-time editor of the *Dispatch* and relegating myself to a lesser role. It's been a fun and exciting 20 years as editor, and I have thoroughly enjoyed working with all the columnists, printers, and I have made many personal friends in S. Of course, I also began modeling in S scale, a much better size than my former scale, HO.

Oh, I won't be running away, from the NASG and the *Dispatch*. I plan on contributing the editorials and articles that I have stashed in the to-do files. I retired from real work last year, so I also plan on increasing my actual modeling time and contributing to the *Dispatch* without the pressures of deadlines and of burning the midnight oil. Twenty years is a pretty long duration for any editor.

I hope I have left the members with an improved magazine since my first issue in October of 1993. As an individual who had to adjust to the computer world (I learned on that thing you call a typewriter), the internet and digital photography, Member Pete Mihelich (Goellner Printing) was the printer back then when things were totally pasteup and typeset. I think I've pulled the magazine kicking and screaming to as far as I can get it in this new age. We'll leave it in Bill Pyper's hands to improve it some more.

I really want to thank all my regular and continuous

contributors, as without them the *Dispatch* would have been totally mundane. Thanks go to Chuck Garman, my son (Terry), Bill Fraley, Sam Powell, Gerry Evans, Ed Kirstatter, Brooks Stover, Dave Heine, Roy Hoffman, Dave Pool, Bob Werre, Jay Mellon and anybody I missed. Note: they got ZERO compensation for this. Thanks too to you steady advertisers, whom I hope will continue.

As to the future for myself, I hope to get to work on the Elk & Gauley to be ready to show it off at the 2014 Oconomowoc (Milwaukee) convention. Naturally, I'm on the steering committee. I hope to fill Bill Pyper's hands with articles, editorials, and tips. I plan on attending S conventions in the future, where I understand, I'll be the roving reporter for the *Dispatch*. I also plan on attending Fests and Sprees whenever I can and selling my excess items and estate items as usual.

I think this 2nd special issue of the *Dispatch* (*This is S*) will be enjoyed by our members and the non-members who receive it as a promotional issue. I know some of you miss the printed directory, but I feel this issue is of much more importance and interest as it is all-color and features actual S layouts that show off our scale - inspirational if you will. It has been my desire, as well as BOT members, to bring this type of all-layout issue to fruition. I look to many of you members with complete or nearly complete layouts to contribute to this special issue in the future.

Yes, let's try to increase our membership and circulation of the *Dispatch*!! My opinion - first go after the older HO and N and O guys (45-70), then the closet S guys, then the non-modelers and then the kids and grandkids - in that order.

Well, I'm stepping down, but more than likely I'll be stepping up to contribute more to the *Dispatch* and the NASG. --- 30 Jeff Madden, Editor Emeritus

**NASG DISPATCH**  
Official Publication of the  
National Association of S Gaugers

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

**Jeff Madden**  
438 Bron Derw Ct.  
Wales, WI 53183  
262-968-3729  
dispatch@nasg.org

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

**NASG Membership Secretary,**  
**Dick Kramer**  
12 Dogwood Court  
Middlebury, CT 06762  
203-527-3601  
membership@nasg.org

Copyright 2013 NASG, Inc. All rights reserved. Reproduction in whole or in part is prohibited without permission of the NASG, Inc.

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

Studio G  
PO Box 745  
Jonestown, PA 17038-0745  
**Email:** T.Chuck Garman at  
dispatch@tchuck.com

**SUBSCRIPTION RATES:** 1 year, **\$25.00** 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.

**ADDRESS CHANGES:**

**Dick Kramer**  
12 Dogwood Court  
Middlebury, CT 06762

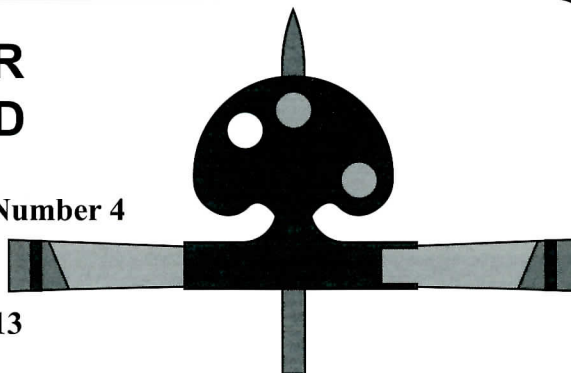
**MAILING:** The Dispatch is printed and mailed in the issue month. Issues received by 15th of next month depending on region.

**COVER Top** - The Monon scene on Roger Nulton's layout is at the US 231 crossing in Greencastle, where the Big Four interchanges with the Monon. **Bottom left** - #12 (Millie) is on the Concor Turntable ready for a days operation on the Sn3 East Broad Top portion of Roy Hoffman's layout. **Bottom right** - Nelson Steinmetz's layout.

# ORDER BOARD

Volume XXXVII Number 4

August 2013



|                                  |                    |
|----------------------------------|--------------------|
| NASG News, OS from S Tower ..... | 2                  |
| Penn Western S Scale .....       | Roy Hoffman 4-9    |
| East Broad Top Sn3 .....         | Roy Hoffman 10     |
| Santa Fe and Western .....       | Bill Winans. 12-16 |
| Clearing House ad .....          | 17                 |
| The Hoosier Road .....           | Roger Nulton 18-23 |
| This is Also S .....             | 24-25              |
| S Calendar .....                 | 26                 |

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

**NASG Website Director Peter Vanyliet:** [webmaster@nasg.org](mailto:webmaster@nasg.org)

## STAFF

|              |       |                     |
|--------------|-------|---------------------|
| Jeff Madden  | ----- | Editor              |
| Terry Madden | ----- | Graphics Editor     |
| Gerry Evans  | ----- | Contributing Editor |
| Jeff Madden  | ----- | New Products Editor |
| David Pool   | ----- | Club Editor         |
| Ted Larson   | ----- | Module Corner       |
| David Heine  | ----- | Narrow Gauge Editor |
| Bob Werre    | ----- | Staff Photographer  |
| Jeff Madden  | ----- | Advertising Manager |
| Bob Jackson  | ----- | Editor Emeritus     |
| David Dewey  | ----- | Amer. Flyer Editor  |
| Bill Fraley  | ----- | Contributing Editor |
| Sam Powell   | ----- | Contributing Editor |

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

**NOTICE TO READERS:** All warranties and claims made by advertisers in the **DISPATCH** are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material which it feels is not reputable. The selection and/or use of the products or services and the application or results obtained from these advertisers is the sole responsibility of the reader.

**ADVERTISING RATES:** Inquire regarding B&W or color rates. For additional information, contact the NASG DISPATCH Advertising Manager.

# ***THE PENN WESTERN A Combination of S Standard Gauge and Sn3 Narrow Gauge***

by Roy Hoffman • Photos by the author



**Above - SD-60 – Some modern power on the Penn Western. Below - A B.T.S. consolidation serving the Lehigh Valley Models 3-part mine, that provides coal - a basic commodity hauled by the Penn Western.**

The present version of the S/Sn3 Penn Western began in 1996 after a move to south central PA. The PWRR is a freelanced road set in eastern and central PA and Southern NJ. The hub is the city of Philadelphia. One line connects Philadelphia with Harrisburg via Reading and the Anthracite Country. Another line connects Allentown with freight and passenger service. New Jersey is a separate switching layout connected to Philadelphia via an 8-car carfloat. Small towns include Gettysburg where a Civil War enactment is taking place, and Shippensburg.

There is a large 55 foot point-to-point version of the narrow gauge East Broad Top RR in Sn3. The PWRR theoretically owns the EBT and operates it as a fully restored tourist line. For operations the EBT Fall Spectacular is recreated. That way the M-1 and freight cars can be run. The areas modeled are Orbisonia/Rockhill Furnace, Saltillo, Aughwick Mills, Sideling Hill, Shirleysburg and Mt. Union.

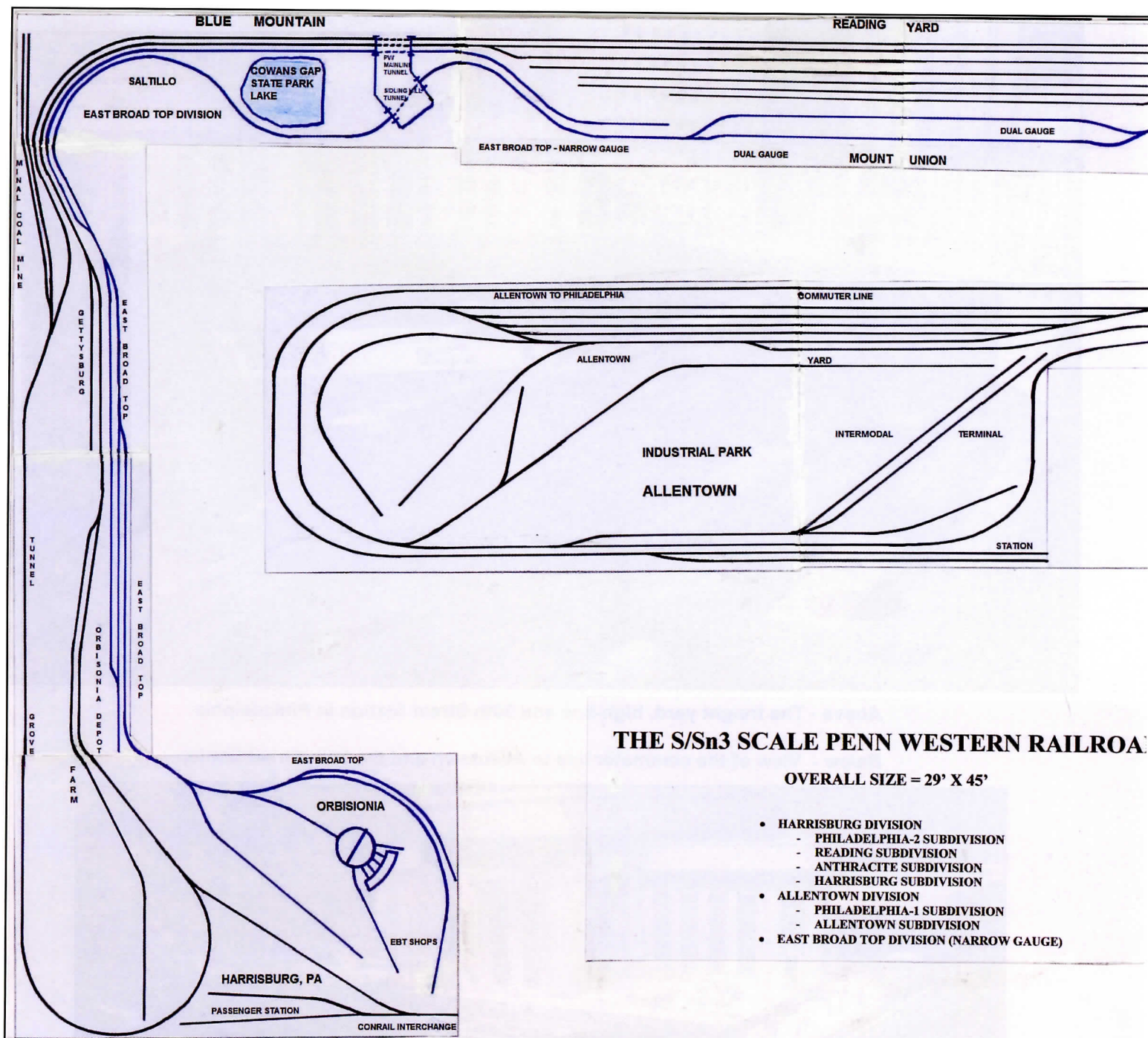




*Above - The freight yard, high-line and 30th Street Station in Philadelphia.*

*Below - View of the commuter line to Allentown and the 30th Street Station.*





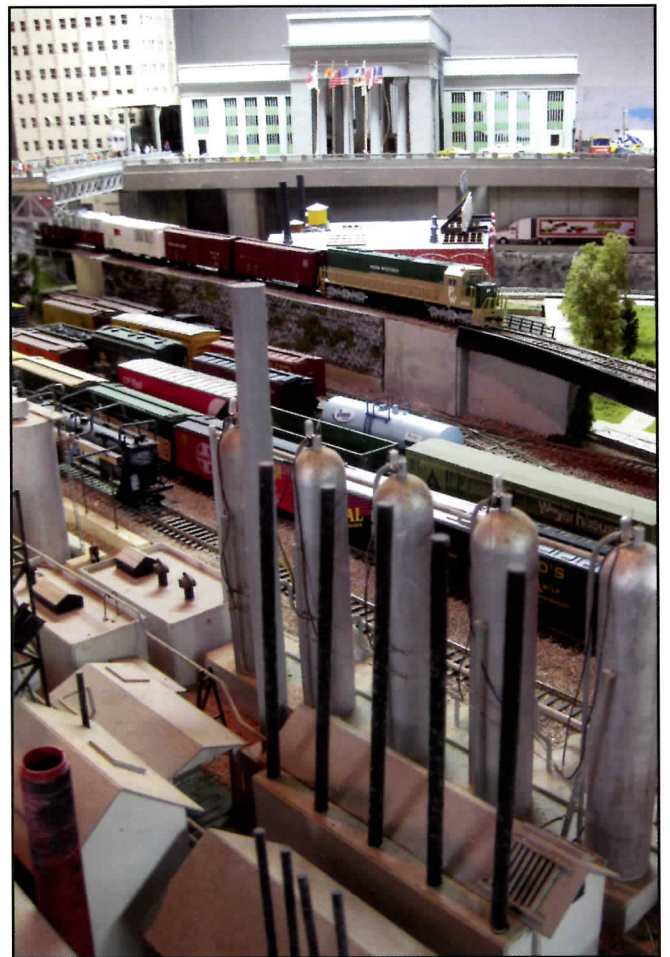
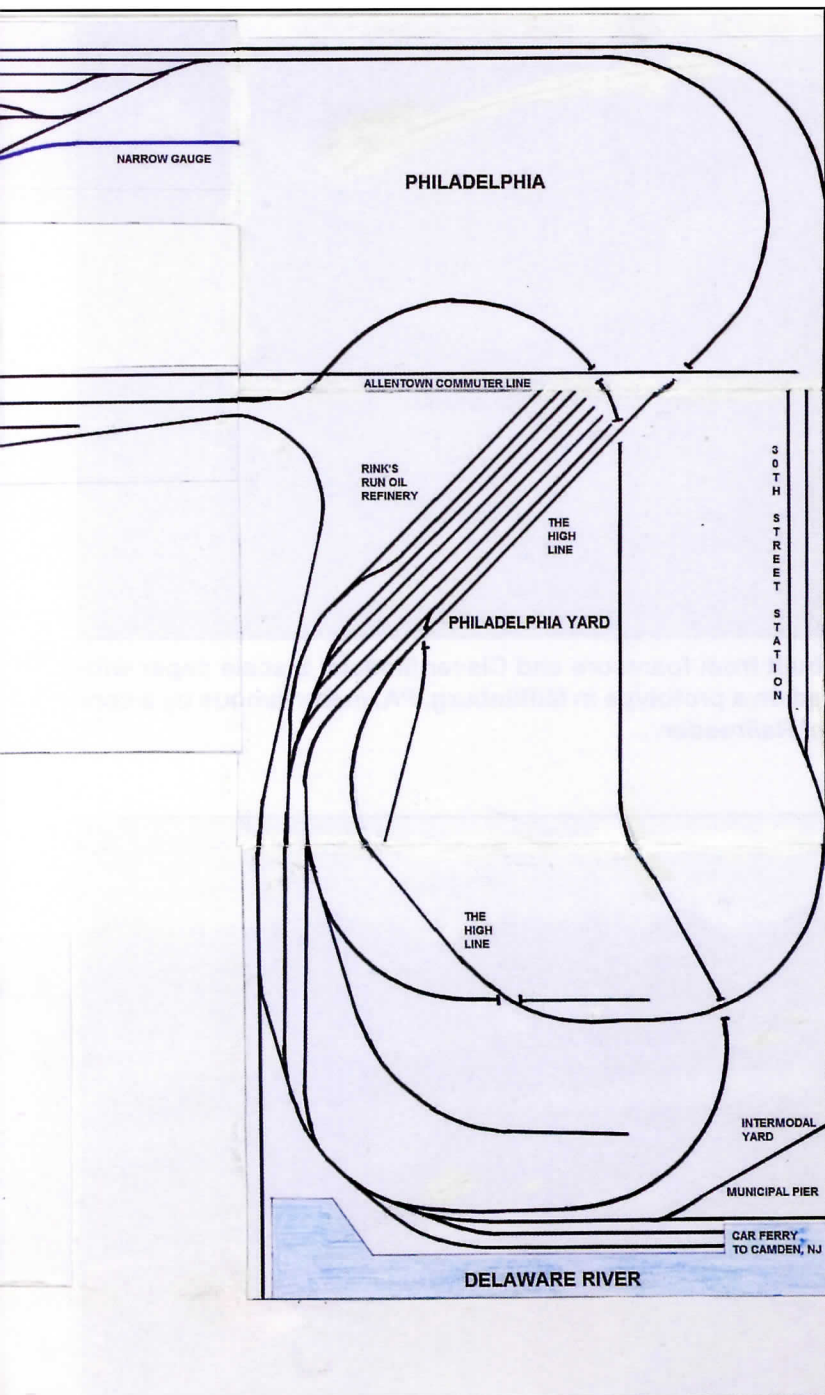
## THE S/Sn3 SCALE PENN WESTERN RAILROAD

OVERALL SIZE = 29' X 45'

- **HARRISBURG DIVISION**
  - PHILADELPHIA-2 SUBDIVISION
  - READING SUBDIVISION
  - ANTHRACITE SUBDIVISION
  - HARRISBURG SUBDIVISION
- **ALLENTOWN DIVISION**
  - PHILADELPHIA-1 SUBDIVISION
  - ALLENTOWN SUBDIVISION
- **EAST BROAD TOP DIVISION (NARROW GAUGE)**



*Left* - A view of the industrial area and freight yard in the Allentown area.



**Above right** - Looking past an oil refinery in Philadelphia to a freight yard, the elevated line and 30th Street Station



**Right** - Some industries in Allentown served by the PWRR include a Lehigh Valley Models Oil Depot, an intermodal yard and a scratch built furniture factory.



Above - BB's Grocery Outlet in Allentown was scratchbuilt from foamcore and Clever Models' S scale paper windows and bricks. Below - A scratchbuilt feed mill is based on a prototype in Mifflinburg, PA, made famous by a construction article by George Allen in an early 1950s *Model Railroader*.



**Right** - A scratchbuilt Walmart distribution center in Harrisburg. Walmart is Pennsylvania's biggest employer and an important customer on the Penn Western.



**Left** - A feed and grain facility that includes some ERTL grain storage silos.

**Right** - A scratchbuilt barn based on two barns along the PA Turnpike near Reading, PA. Note the ERTL farmhouse in the background.



# ***THE PENN WESTERN'S Sn3 EAST BROAD TOP ADDITION***

by Roy Hoffman



Above - East Broad Top #12 is taking on coal at the unique elevated coaling facility reached by a ramp.

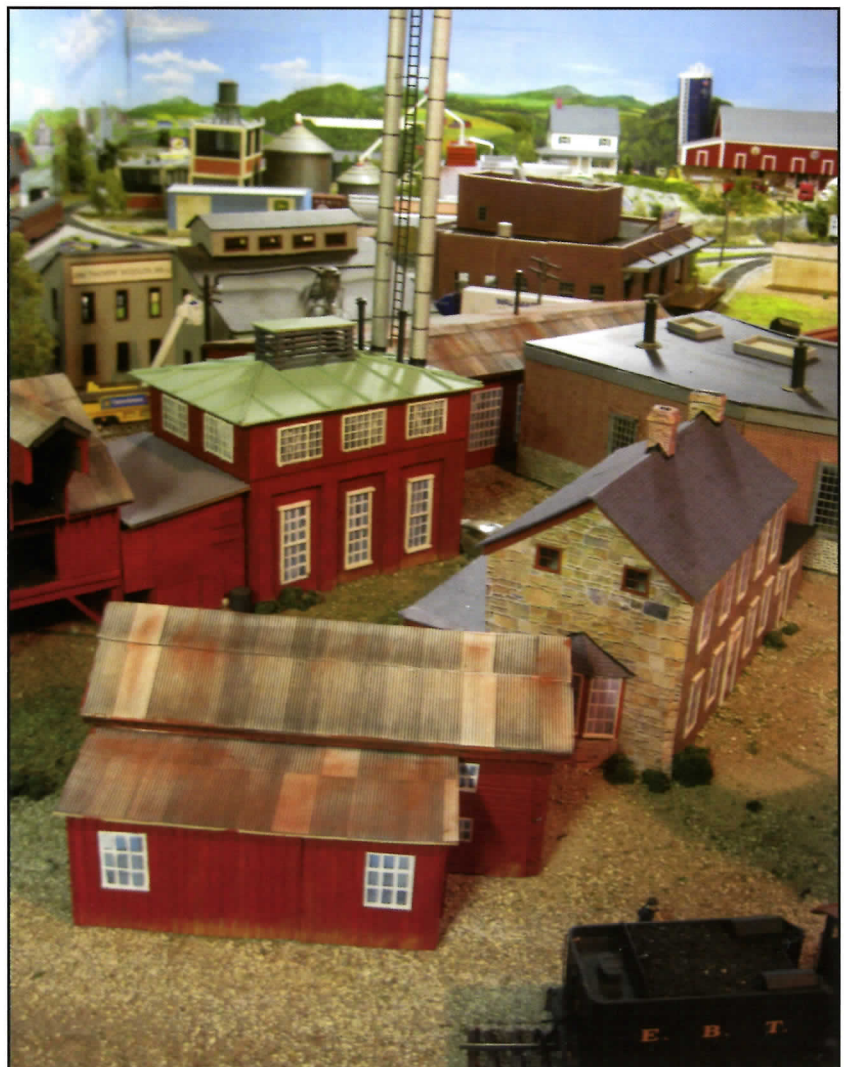
Left - The M-1 gas-electric and #12 lined up to haul tourists to Mount Union on a Spectacular fall day. The station was a kit offered by B.T.S. EBT #12 was also a loco kit offered by B.T.S. The M-1 gas-electric is offered by RailMaster as a kit.



*Above* - Millie and passenger train pause at Saltillo to pick up more passengers. The Saltillo station was built from a B.T.S. kit.

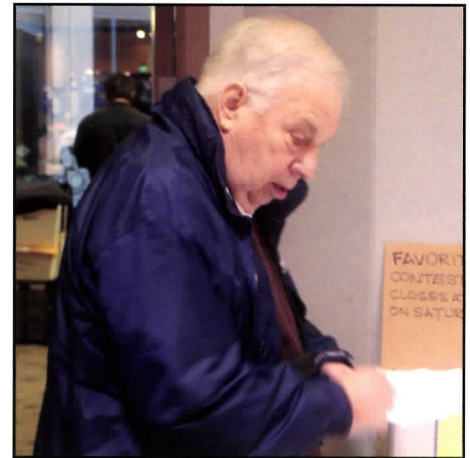
*Right* - View of the shop area at Orbisonia. All shop buildings were scratchbuilt.

*Below* - The Timber Transfer at Mt. Union was just used to place a standard gauge car on narrow gauge trucks. Note the dual-gauge trackage.



# ***NELSON STEINMETZ'S SANTA FE & WESTERN***

**by Bill Winans • Photos by Bill Nelson**



**Nelson Steinmetz**

***Left - SHS Santa Fe Fs pop out of typical rock tunnel of the southwest desert area.  
Below - Santa Fe streamliner makes a stop at this detailed station scene.***



### Layout Specifications:

Prototype: Santa Fe

Overall size: 22 x 22 feet

Benchwork: L girder and open grid with 1/2" Hoasote over 1/2" plywood.

Height: 45 to 55 inches from floor

Scenery: chicken wire with paper mache and patching plaster - painted with Tempura paints.

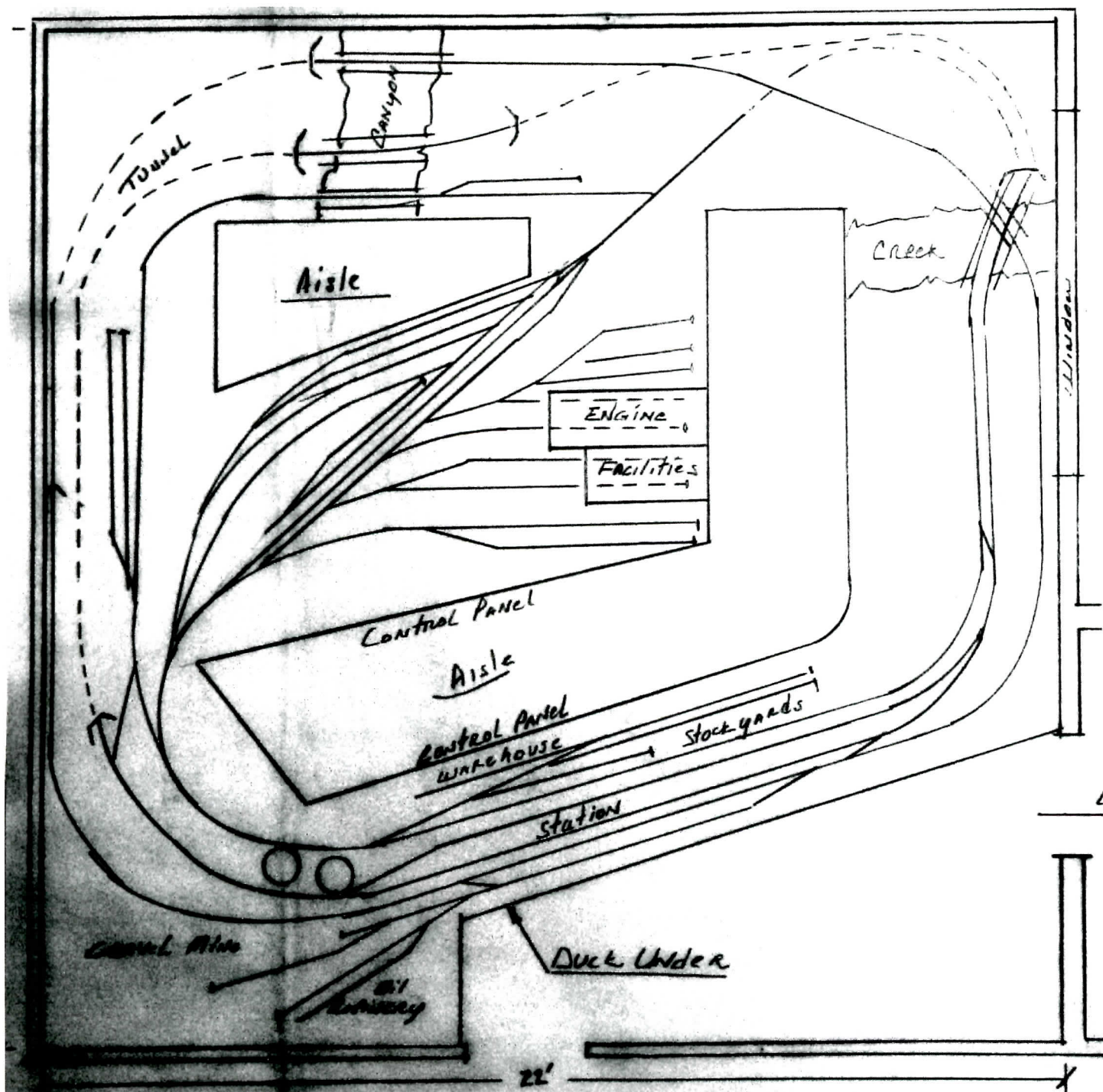
Trackage: 176 feet of code 126 nickel silver rail on Miller tie strip.

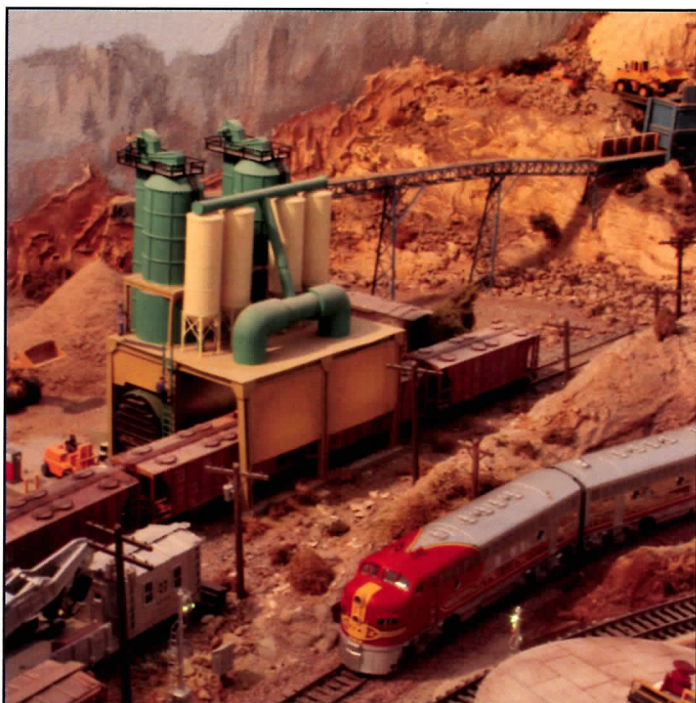
Maximum grade: 2 percent

Rolling Stock: a mix of old and new. Some brass, but cars are mostly plastic, cast metal and wood.

Nelson has always been modeling in S scale. He began as many of us do, receiving an American Flyer train set for his Christmas in 1947. His friend at that time also had some AF, so they combined the sets and built a small layout. He was now firmly hooked on trains but had to put it all away in 1956 when he went off to college and then into the military.

During the decade of the 1960s, Nelson supported his hobby by tearing out the layouts of people whose children had grown and left home. He was able to collect those pieces he needed and sell the remainder as part of the deal. He was also active in the NMRA during this period, and he became the Division 7 (Cincinnati area) superintendent.





A rock quarry is one of Nelson's detailed industries.

In 1978 Nelson took a new job in the Phoenix, AZ area. Obviously, this meant tearing down the layout he had in Ohio and salvaging what he could for the next layout. In 1980 Nelson changed jobs once again but was able to stay in his Arizona home. This required him to build an addition to the house for a home office, but that also let him enclose the original two-car garage and turn it into his new train room.

The new train room also gave him the opportunity to move from hi-rail trains to scale trains and track, converting what he could. He has been working on the current layout for more than 25 years. Most of the trackwork is code 125 rail laid on Miller tie strip. The scenery is southwestern desert, with few trees and lots of bare rock - very typical of the territory the real Santa Fe traveled through.

The layout includes a major diesel maintenance center, stockyards, bulk oil facility, a quarry, a small freight yard and, of course, a passenger station. The era of the layout is kept flexible - Nelson likes to run trains from the early 1950s through the 1980s, most with diesel power, but some steam.

Scenery is one of his favorite things to create. He has detailed his streets with all kinds of vehicles and lights. Buildings all feature figures and lighting. There are also many working signals on the railroad adding a lot of realism to his scenes. The layout is still a work-in-progress with a bit more scenery to finish and DCC power to install.

Nelson keeps the railroad in running order for guests. He occasionally hosts the local S club meeting, and he has kept an open-door for visiting S modelers. It is requested though that you coordinate a visit some time in advance to make sure he is in town.



Locomotive engine terminal shows mostly '50s era covered wagons, Geeps and switchers.



Stockyards used to be plentiful on the Santa Fe with most cattle heading for meat-packing cities in the midwest. Live cattle also had to be let out for exercise after so many miles. With the reefers in view it looks like this is a final destination for these cattle.

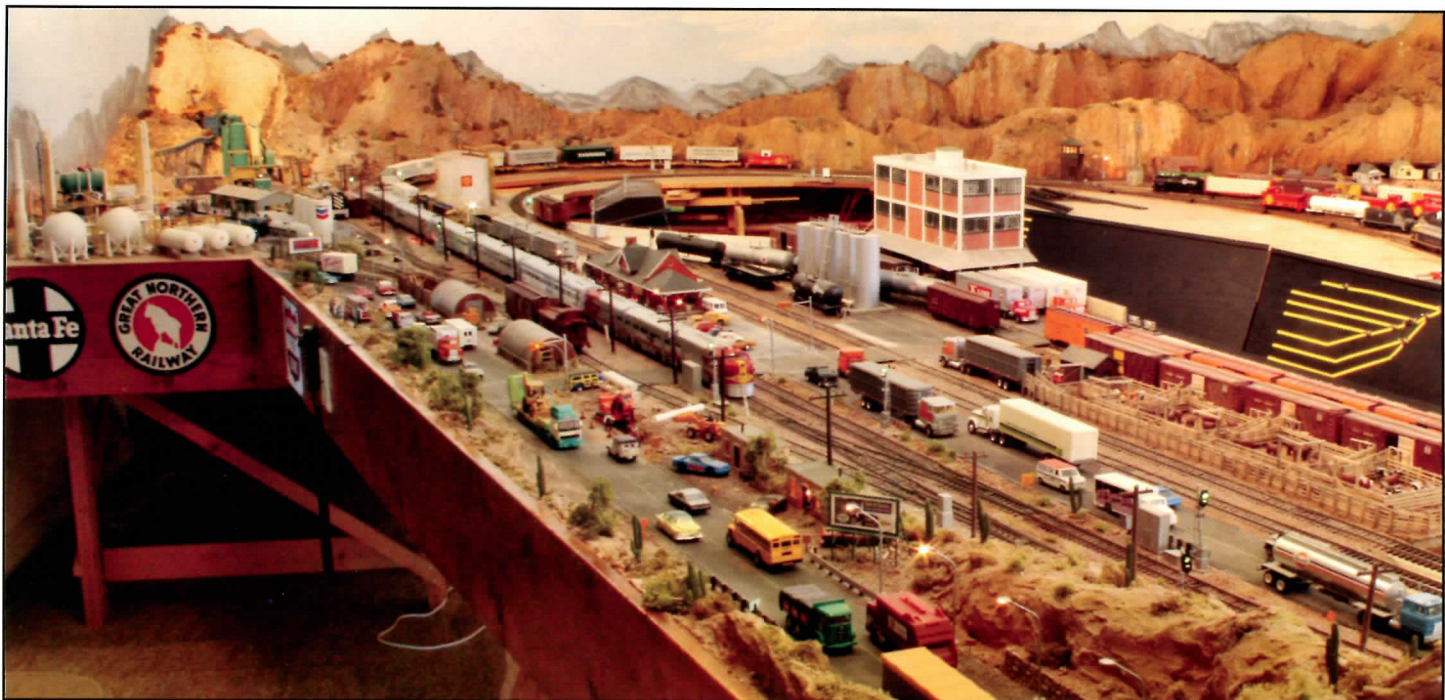
*Right* - Freight yard shows a lot of 1950s-1960s era cars plus a raft of typical Santa Fe cabooses.

*Below* - Naturally, bare southwestern desert scenery predominates on Nelson's layout. Note the detailed depot and telephone poles.

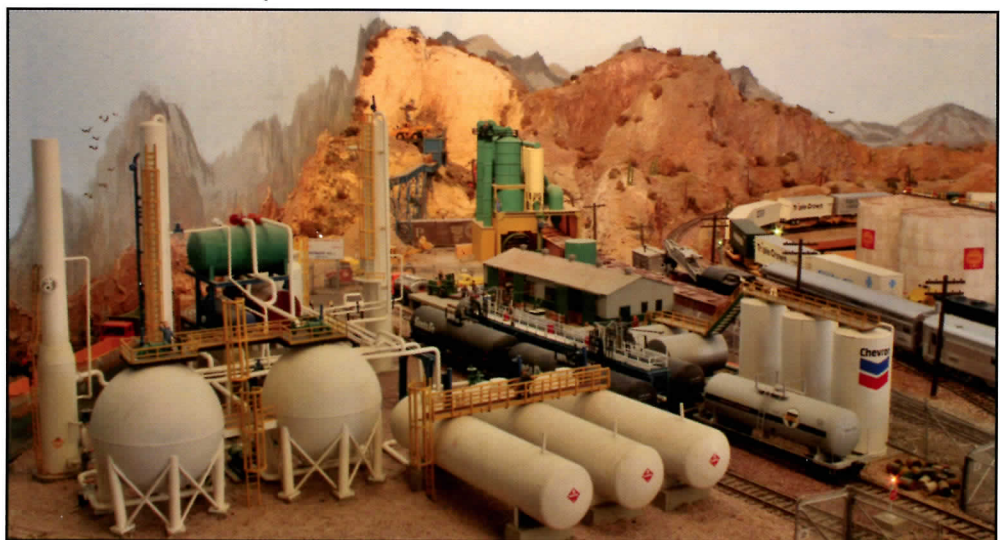


*Right* - The Santa Fe also pierced many oil producing areas and this refinery is representative of this.

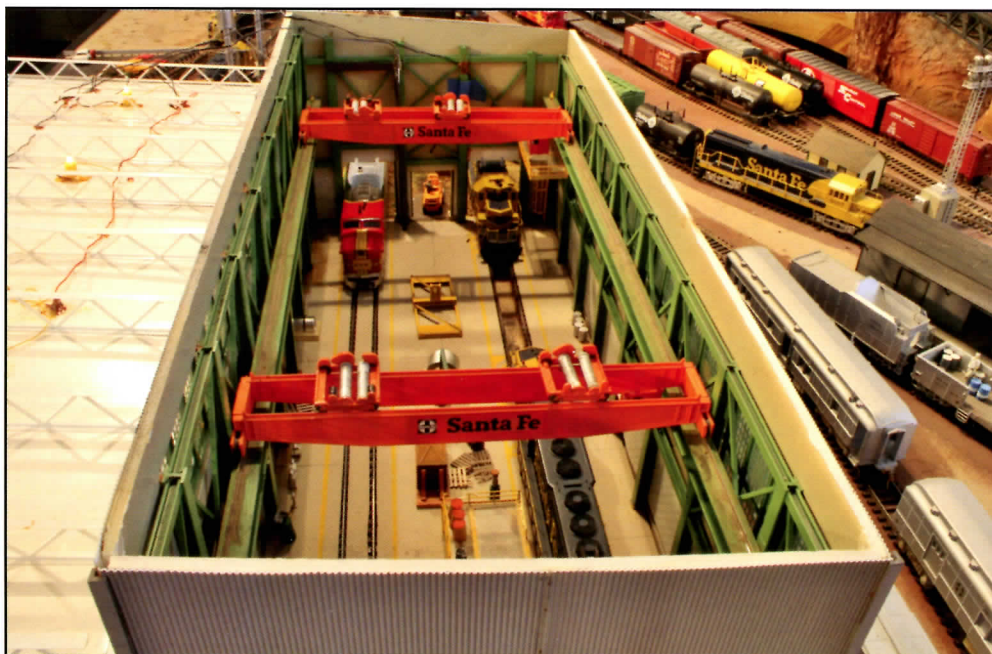




*Above* - A more expanded view of Nelson's layout with the operating donut hole shown on the right. Lots of 1/64 vehicles dot the highways.



*Right* - Another view of the oil refinery/bulk oil area.



*Left* - Roof removed, the diesel engine house displays a completely detailed interior.

# ***NASG Officers & Committee Chairman***

## ***NASG OFFICERS***

### **PRESIDENT**

**Bill Winans**

7940 E. Crooked Creek Trail  
Prescott Valley, AZ 86314  
928-722-6369  
president@nasg.org

### **EXECUTIVE VICE PRESIDENT**

**David Blum**

3315 Timberfield Ln.  
Pikesville, MD 21208-4425  
410-653-2440  
exec\_vp@nasg.org

### **EASTERN VICE PRESIDENT**

**David Heine**

4126 Bayard St.  
Easton, PA 18045-5003  
610-258-8698  
eastern\_vp@nasg.org

### **CENTRAL VICE PRESIDENT**

**Gerry Evans**

509 Gascony Way  
St Louis, MO 63122  
928-214-9054  
central\_vp@nasg.org

### **WESTERN VICE PRESIDENT**

**James McAuliffe**

6213 Seville Ct.  
Long Beach, CA 90803-4816  
562-961-3210  
western\_vp@nasg.org

### **SECRETARY**

**Jamie Bothwell**

1422 W. North St.  
Bethlehem, PA 18018  
610-868-7180  
secretaryt@nasg.org

### **TREASURER**

**Jim Kindraka**

N6650 Riverview Rd.  
Plymouth, WI 53073  
920-893-4851  
treasurer@nasg.org

## ***COMMITTEE CHAIRMAN***

### **DISPATCH EDITOR**

**Bill Pyper**

PO Box 885  
Salem, OR 97301  
dispatch@nasg.org

### **ENGINEERING**

**Bob Sherwood**

2837 Olive Drive  
Cheyenne, WY 82001  
307-638-2918  
engineering@nasg.org

### **LIONEL/NASG CAR PROJECT**

**David Blum**

3315 Timberfield Ln.  
Pikesville, MD 21208-4425  
410-653-2440  
carproject@nasg.org

### **CONTEST CHAIRMAN**

**Monte Heppe**

695 Lapwing Lane  
Calabash, NC 28467  
410-255-0629  
contest@nasg.org

### **ELECTION CHAIRMAN**

**Jamie Bothwell**

1422 W. North St.  
Bethlehem, PA 18018  
610-868-7180  
election@nasg.org

### **CONVENTION COMMITTEE CHAIRMAN**

**Walt Jopke**

6611 Countryside Dr.  
Eden Prairie, MN 55346-2211  
612-934-9183  
convention@nasg.org

### **MEMBERSHIP**

**Dick Kramer**

12 Dogwood Court  
Middlebury, CT 06762  
203-527-3601  
membership@nasg.org

### **NASG LIBRARIAN, S-MOD INFO**

**Michael Greene**

167 Westford St.  
Dunstable, MA 01827  
908-649-7010  
library@nasg.org

### **PROMOTIONS CHAIRMAN**

**Greg Klein**

9211 Bolington Rd.  
Lovettsville, VA 20180  
540-822-5362  
promotions@nasg.org

### **PROMOTIONS COMMITTEE**

**Greg Klein, our 3 Vice Presidents and  
Alan Evans**

### **NASG COMPANY STORE**

**Roy Meissner**

W287-N6459 Box 1  
Merton, WI 53056  
262-5384325  
companystore@nasg.org  
*NASG track gauges, coupler height,  
gauges, patches, shirts, hats and pins.*

# MONON RAILROAD "THE HOOSIER LINE"

by Roger Nulton • Photos by the author

Since I started serious model railroading over 25 years ago, S scale products and my modeling have improved considerably. Now that there is so much available in S, one can have a complete layout without scratch-building anything. This allows more time for building the layout itself, as well as for the numerous kits now on the market.

This layout, my third, represents the Monon's 100 mile 4th subdivision, between Lafayette and Bloomington, Indiana. While my main interest has been running trains through realistic settings, this layout (and radio DCC!) provides an opportunity to operate more prototypically with actual Monon schedules and consists.



**Left** - Limestone was a significant source of freight for the Monon. Here RS-2 # 27, a brass loco by Alco Models, delivers empty "stone gons" to be loaded with rough limestone blocks taken from the quarry in the background. The stone crane was kit bashed from 4 HO high tension towers.

**Below** - A gang has turned out to watch the new F-3's approach the Big Four (NYC) grade crossing in Greencastle pulling northbound train #56. The water tank is a Tichy HO kit raised to S scale height; the fuel dealer is a Walthers HO kit similarly modified; the crossing shanty is from Lehigh Valley Models (LVM); and the boxcars are Pacific Rail Shops (now Des Plaines Hobbies).

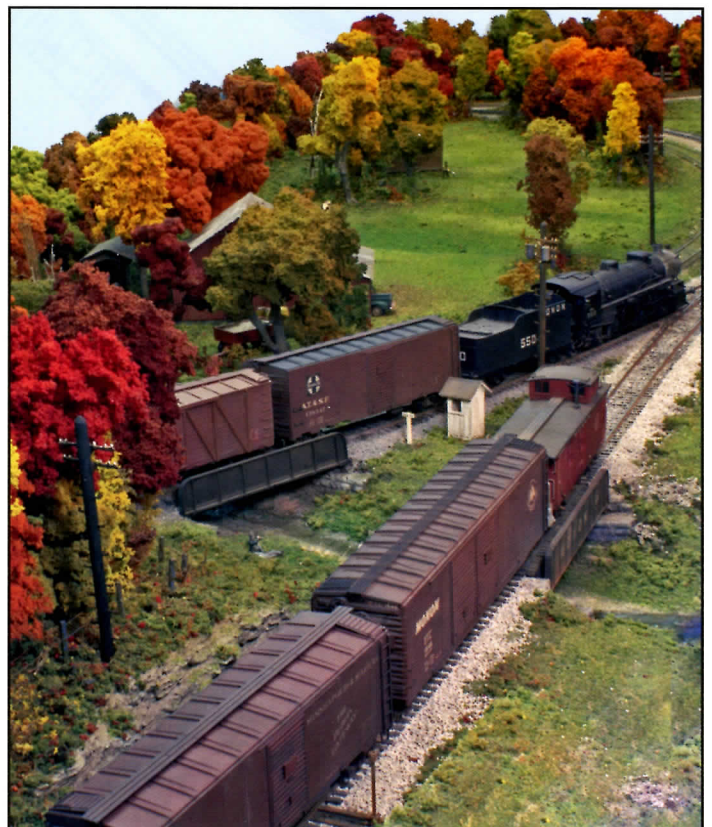


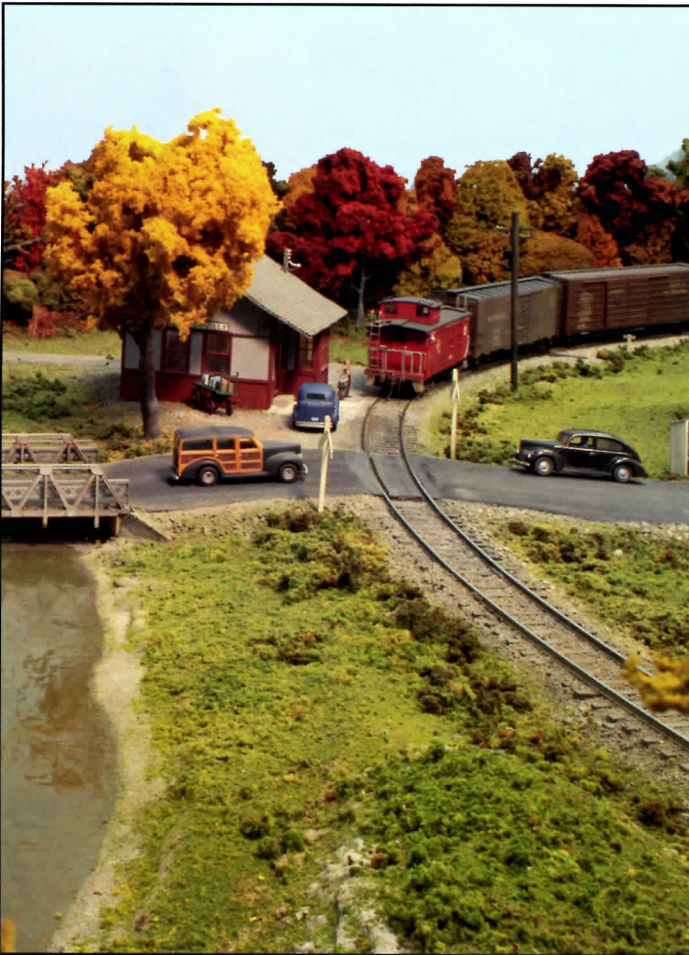




**Above** - A Monon brakeman waves a thank you to the crew of NYC RS-3 #8245 as they perform some switching duties at the interchange. The Monon had seniority over all of the many roads it intersected. The Alco is from American Models (AM) and the boxcar is a PRS kit. Scale coupler is a Kadee #802.

**Left bottom** - Lonely Wallace Junction was in a sparsely populated area, but a busy place on the Monon because it was the entrance to the Monon's "Midland Branch" to the coal fields. The BTS freight house model is a stand in until a model of Wallace Junction Depot is scratchbuilt, as is the LVM coal chute, which will be replaced by an Ogle design steel chute. **Bottom right** - The Gosport Junction interchange with the Pennsy is shown in this view, with the Wallace Junction wye in the background. The caboose is at the rear of southbound daily #71. Most of the boxcars are from PRS. Note: Roger is trying to model a prototype railroad with his modeling.





**Above left** - Vehicles on Main Street prepare to cross the tracks at Ellettsville after northbound freight #72 clears the crossing on Sale Street. **Top right** - The bridge over Jack's Defeat Creek was modified from N scale. The depot originated as an Lehigh Valley Models kit (most of these kits are still available thru K&P Brick. The startling autumn color of southern Indiana is in full display as northbound daily freight #72 rattles across the White River Bridge below Gosport.



**Above** - Consolidation #281 takes on water before departing McDoel Yard. The loco is a much altered Southwind Models UP 2-8-0. The water spout is from LVM, and the oil tank is a Walthers HO kit. (Photo editing by Brooks Stover).



Above - Light Mikado #550 pulls down a cut from the PRR interchange. The barn is a Finestkind Models kit.



Left - BL-2 #34, a BTS resin kit, was just purchased by the Monon in April 1948, but the novelty has already worn off as Alvie goes about his business at the garage without noticing. The structure is a modified Cibolo Crossing kit.

Right - Ellettsville was just a whistle stop along the line, but there is plenty of action in this downtown scene. Parts of DPM HO kits were used to build the storefronts. The town hall and tavern are scratchbuilt.





**Above** - NW2 switcher #13, an S Helper Service (now MTH) diesel, grabs some cars loaded with grain from the Montgomery County Farmers Co-op. The outskirts of Greencastle, Indiana are in the background, and the New York Central interchange tracks are in the foreground. The brick structures are from DSL Shops. The boxcars are from Pacific Rail Shops (PRS), now sold by Des Plaines Hobbies. The wood grain elevator was built by Bob Christopher from a Building and Structure Company (B&S) kit; the blower and the metal grain bins are from HO kits.



**Right** - In this aisle view, to the left shows the mainline as it enters McDoel Yard heading north from Louisville, Kentucky, represented on the layout by staging. There is a connection at the north and south ends of the layout plan to provide for continuous running. At the right is the mainline heading south past Wallace Junction. The lower level leads to staging for the Midland Branch's coal trains. Lighting valances, fascia and skirting were completed at an early stage of layout construction to minimize construction mess and to provide a comfortable place to work in.



*This is also* S

In this issue we featured 3 rather complete layouts. The Penn Western and the Monon are scale layouts using code 100 rail. The Penn Western also has an Sn3 component. The Santa Fe and Western uses code 125 rail, so could be considered “hi-scale.” But S is multi-faceted as demonstrated by Ron Schlict’s modular American Flyer Layout with a Thomas the Tank train created by Ray Puls from the parts bin. Below is Tom Robinson’s hi-rail Tennessee Central layout that combines vintage AF and new production items.





**Left** - Many early S modelers started with American Flyer and converted to hi-rail. Hi-rail is defined as using code 125 or code 148 rail with realistic tie spacing. This type of track (currently available) allows vintage AF equipment to run concurrently with scale items like this Rex Mogul equipped with deeper flanges. This is a scene on the layout of Dick Kloes.

**Right** - Glenn Miller operates a traditional American Flyer layout using American Flyer sectional track with added ties. Plasticville buildings prevail.

**Below** is a very large portable hi-rail layout built by the members of the Rocky Mountain Hi-Railers of Idaho. The layout is called the Lookout Junction and features a mix of vintage American Flyer and new rolling stock products from S Helper (now MTH), American Models and Des Plaines Hobbies.



## Lights4Models.com

614-296-8691

Trains • Cars  
Boats • Planes •  
Doll Houses



NMRA and NASG member.

LED Lights & Animated Signs 4 Models

## PORT LINES HOBBY SUPPLIES

"SPECIALISTS IN S-GAUGE RAILROADING"  
ALL MAKES & SCALES BOUGHT & SOLD.

S-GAUGE  
REPAIRS.



DOUG PECK  
(978) 465-8798 (Phone/Fax)  
www.portlines.com  
doug@portlines.com

6 STOREYBROOK DRIVE  
NEWSBURYPORT, MA 01950  
COMPLETE "S"  
CATALOG SET: \$6.00

TCA #81-16386

## GOLDINHANDS

www.goldinhands.com

American Flyer - Lionel

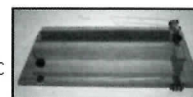
- Train Repairs  
- A/F Chassis Re-bushing

TMCC and D.C. CONVERSIONS

Custom Built Maintenance Cradles



Edward Goldin  
Phone: 847-727-0857  
Fax: 847-884-9285  
Member NASG #05R0025C



**CAUTION  
FLAMMABLE**  
Do not use  
near open flame.  
**Contains**  
petroleum  
distillates.  
**Children**  
require adult  
supervision.

**A NORMAL 1's  
F SMOKE  
FLUID**

**ORIGINAL FORMULA  
RELIVE THE 50'S**  
www.anormal1.com

anormal1@aol.com

**DIRECTIONS**  
Use 5 drops  
Dry wicks may  
need more,

**APPROX.**  
2  
FL. OZ.

**TYPE**  
4

## TOM'S TURNOUTS & TRACKWORK

*S-Gauge HI-RAIL  
Handcrafted in Maine*

**Thomas Stoltz**

207-737-4303

37 Kohler Road, Dresden ME 04342

tstoltz@roadrunner.com www.tomsturnouts.com

Dave Blum  
PIKESVILLE MODELS  
3315 Timberfield Lane  
Pikesville, MD 21208-4425  
410-653-2440

**AmericanFlyerTrains.com**



ALL THE FLYER YOU DESIRE!

E-mail: americanflyertrains@gmail.com



**Nov. 1-3, 2013: 38th Annual Fall S Fest,**  
Janesville, WI. Holiday Inn Express (608-  
756-3100). Special CGW tank cars. Con-  
tact: Tom Behles at behlest@yahoo.com or  
check website: www.state-  
linesgaugers.org.

**May 1-3, 2014: Spring S Spree** sponsored  
by the Central Ohio S Gaugers (COSG) to  
be held in Marion, OH. Veteran's Memo-  
rial Coliseum at the Marion County Fair-  
grounds. 2-hotels: Country Inn and Suites  
(740-386-5451 and marion Fairfield Inn  
(740-389-6636). Marion is an active rail-  
fan site just north of Columbus, OH. John

Myers: johnfmyers@cs.com or check  
website: www.cosg.org.

**July 23-26, 2014: NASG Annual Con-**  
**vention,** Oconomowoc, WI (Milwaukee  
area). Olympia Resort (\$89 rate). Lots of S  
home layouts, prototype tours, local at-  
tractions galore. Steve Lunde 262-574-  
1085; email: ace5348@att.net or check  
web: www.nasg.org.

**Bids open for NASG Annual Conven-**  
**tions 2015 and beyond.** Contact Walt  
Jopke, 6611 Countryside Dr., Eden  
Prairie, MN 55346-2211.  
jopke@vic.com - 612-934-9183.

## Russell M. Mobley Memorial Library Magazine Resources

**3/16 "S"cale Railroading  
Essence** – the NMRA "S" SIG  
newsletter, 1985-1988  
**Mainline Modeler** (1980-1997)  
**Model Railroader** (1937-1961)  
**NASG Dispatch**  
**S Gauge Herald**  
**S Gaugian**  
**S/Sn3 Modeling Guide**  
**Sn3 Modeler**

**Need an article? Need an  
article search?**  
**We'll find it and send you a  
print or lend you the  
magazine.**

**Russell M. Mobley Memorial Library**  
Michael Greene  
167 Westford St.  
Dunstable, MA 01827  
library@nasg.org

# BUILDING PAPER

OVER 20 DIFFERENT KINDS OF  
BRICKS, BOARDS, BLOCKS AND ROCKS

We are the only printers of S scale building paper,  
signs and billboards.



FOR SAMPLES AND PRICE LIST  
SEND \$2.00 TO:

**W. J. PYPER** DEPT. SG08  
P. O. BOX 885, SALEM, OR 97308-0885

## RIVER RAISIN MODELS

Dan Navarre  
info@riverraisinmodels.com

Fine 3/16th Scale Brass Model Trains

6160 Upper Straits Blvd.  
West Bloomfield, MI 48324  
Phone/Fax: (248) 366-9621

www.riverraisinmodels.com

A. C. Gilbert's

*American Flyer Trains*

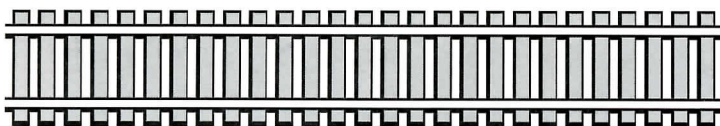
Bob Iannacone

615 371-0948

cell: 615 429-8292

biannaco@bellsouth.net

www.americanflyertrains4u.com



LINKING  
WESTERN  
MASS.  
WITH  
THE  
CONTINENT  
ED KOWALSKI

### WESTERN NY S SCALE ASSOCIATION

(716) 947-4558  
afdweb@aol.com  
(585) 655-3127  
amflyer336@yahoo.com  
www.trainweb.org/WNYSSA

### FALL S FEST

WHERE SCALERS, COLLECTORS,  
HI-RAILERS, NARROW GAUGERS,  
& MANUFACTURERS MEET ONCE  
A YEAR IN THE MID-WEST  
TO HAVE FUN!!

INFO:  
**JOHN J. WICKLAND**

2331 S. 58th ST.  
WEST ALLIS, WISCONSIN 53219

### State Line S Gaugers

N. Illinois & S. Wisconsin

www.state-linesgaugers.org

**815-494-5785**

FALL S FEST 2013



**PRIZE-WINNING S LAYOUT**  
**100% NASG MEMBERSHIP**  
**LAYOUT CONSULTANTS**

5915 Colbert St.  
New Orleans, LA 70124  
Phone: 504-224-1158

"S is the best...Get here,  
and we'll do the rest."



An "S" Gauge club serving the  
Charlotte and Western NC area,  
Upstate SC, and Eastern TN.

For more info on our group

Contact: Bill Ware at  
sgtbware@yahoo.com

or  
Larry Moore at  
mo2337@msn.com



We have no dues and no rules. Most members  
are in the North Georgia area but this is not a re-  
quirement. We operate a modular layout at var-  
ious model railroad events in the area. The criteria  
for membership is that you have an interest in S  
Gauge model railroading. American Flyer, Hiram,  
Scale, and SN3 enthusiasts are all welcome. For  
more information contact:

**Bob Lacheen**  
692 Harness Mill Ct.  
Marietta, GA 30068  
Phone: (770) 578-9937  
rml692@hotmail.com



**THE  
TENNESSEE  
CENTRAL**

AMERICAN FLYER

- AMERICAN MODELS
- S-HELPER SERVICE
- AMERICAN S-GAUGE  
TRACK



**OPERATING S GAUGE LAYOUT**  
**TOM ROBINSON, AFCC, NASG, TCA**

S-GAUGE COLLECTOR & OPERATOR  
65 GOOSEBERRY LANE  
DAHLONEGA, GA 30533-6257  
(706) 867-8038  
tomrsgauge@windstream.net

### GRANDPA'S Train & Toy Museum

Glenn "Grandpa" Miller

17190 US 20 A

West Unity, Ohio 43570

Appointments:

c: 419-262-2187 • h: 419-924-5624

### 'S Scale' ROGER NULTON

1874 Hillside Dr. NE, Tacoma, WA 98422  
(253) 927-3591

Chicago, Indianapolis and Louisville Railway Company



### Badgerland S Gaugers

Serving and Promoting S Gauge in

Southeastern Wisconsin - All facets

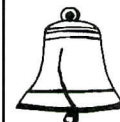
Ron Schlicht 414-421-8512

www.trainweb.org/bsg

NASG CONVENTION

JULY 23-26, 2014

### SANDY HOOK LINES



The Liberty Bell Route

David Pool  
11 Bittersweet Trail  
Wilton, CT 06897

203-762-9342

ndpool@juno.com

### Pioneer Valley S Gaugers Springfield, MA

Contact Steve Allen on Facebook

@ "Pioneer Valley S-Gaugers"



### Rochester Area S-Gaugers

243 Orchard Creek Lane • Rochester, NY 14612-3531

www.trainweb.org/rasg • rpd5@earthlink.net

ROGER DELTHONY • 585.225.4284

# American Models Overstock Sale

is now in progress on all items on this page for **30% off!**

Overstocked items will be reduced at unprecedented prices (items likely never to be made again). Including discounts up to **65%** on many of our 3 bay CD grain hoppers and tank cars. See items listed on our home page at [www.americanmodels.com](http://www.americanmodels.com), call mail or e-mail requests.



## S Scale

**E8 passenger sets !**

**Southern Pacific "Daylight"**

**Missouri Pacific "Colorado Eagle"**

**MKT "Texas Special" AAs**

powered with 4 cars sets starting at \$759.95



Milw. Rd. set available  
Engine with 5 cars  
and track. From \$ 599.95

Amtrak sets available with 4 cars and track  
from \$299.95 Material handling car and extra  
coaches available separately. Phase II or III a, or  
b sets. (Phase III on left rail in picture)



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

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

[www.americanmodels.com](http://www.americanmodels.com)

