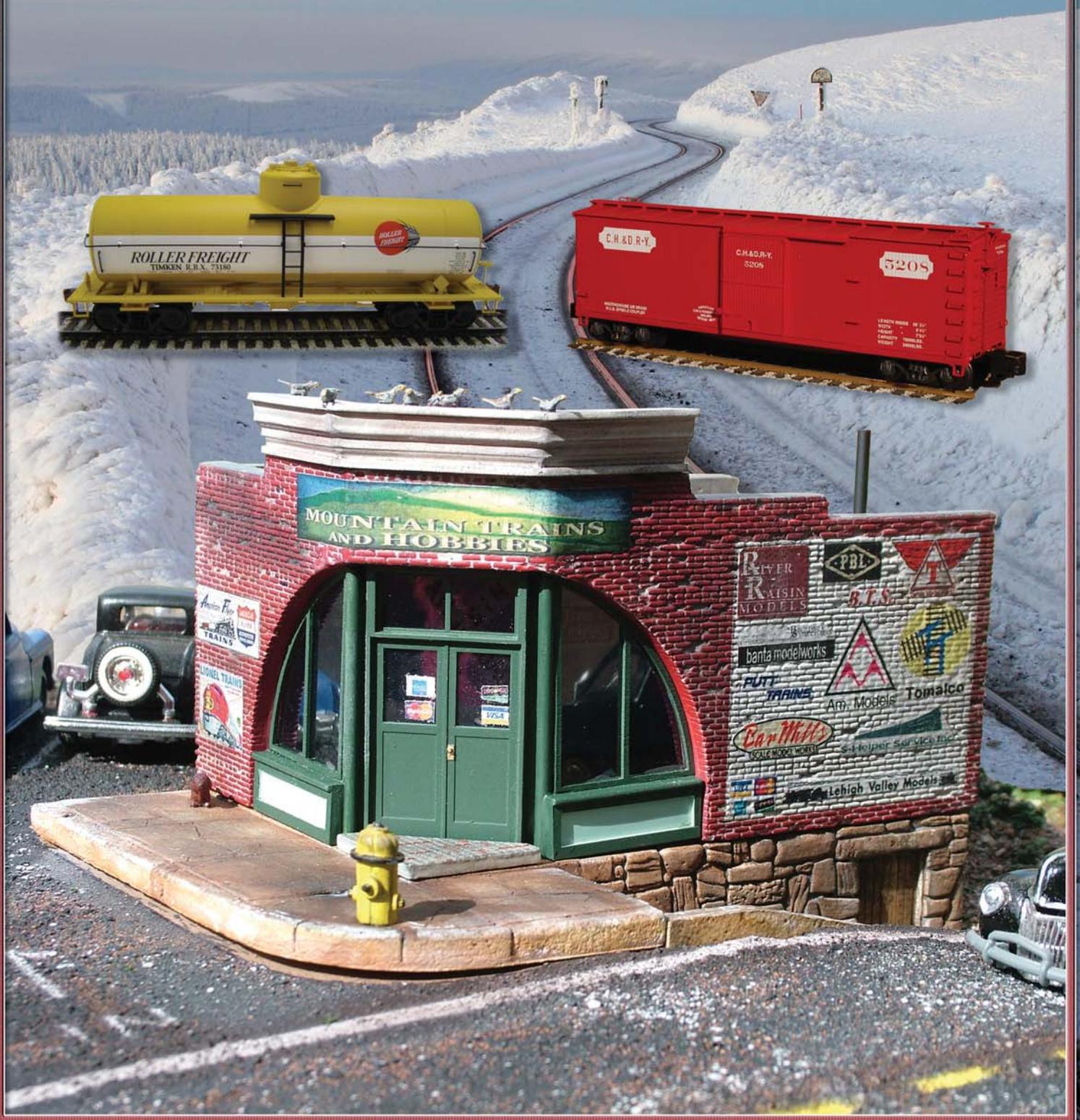


DISPATCH



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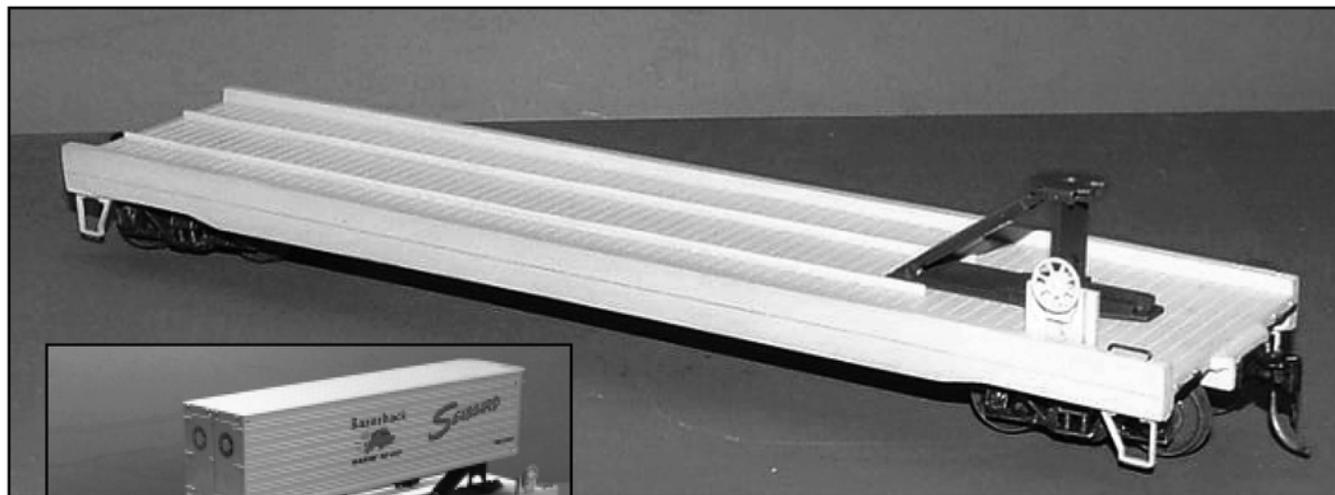
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34' Truss Rod Flatcar

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

#09603 34' Truss Rod Flatcar Kit S Scale \$ 25.95



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 50' Converted Pig Flatcar S Scale \$ 69.95

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NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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COVER: Quaint corner store kitbash is by Gerry Evans. Cars at the bottom include boxcar offered by the MVSG for the 2008 S Spree and the Timken Tank Car - finally arrived from the 2007 Spring S Spree.

Background:

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ORDER BOARD

Volume XXXII Number 1



February, 2008

President's Message, NASG News	4
Jeff's Junction and Railmail	5
New Products Report	6
Convention Update	8-11
Quaint Hobby StoreGerry Evans	12
Pullman Interior	14
Civil War Railroad CarsMonte Heppe	15-16
NASG AF Car ProjectDoug Peck	17-19
S Tracks	20
Diner Heaven	22
Club Sandwich	23-27
Extra Board	28
S Calendar	29
What'S New (more)	30

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NASG NEWS

GE Engine Order Deadline: Doug Peck wants to remind us of the March 1 deadline for ordering the Lionel GE switcher.

Yes, I know this issue will be reaching several of you into March, but Doug says he has some leeway, and the order form is included again. So, there is a deadline after the deadline.

Library email: A reminder that the NASG Library email is now: nasglibrary@yahoo.com

**The National Association of S Gaugers
2008 American Flyer Commemorative Engine**



RAIL MAIL

West Springfield Show: This past weekend (Jan. 26-27) was the big train meet at the Eastern States Exposition grounds in West Springfield, MA. As usual, there was a good deal of S there including S Helper, river Raisin, Des Plaines Hobbies, Port Lines Hobbies and the Bristol S Gaugers portable layout. Lots of stuff to drool over. S Helper had prototypes of

their USRA covered hopper as used by several roads. Des Plaines was selling the remaining PRS kits for half price to make way for built up models. Barry Silverthorn was there with the prototype of his first kit, a lovely brick store and barbershop (see page 7).
- Pieter Roos

Jeff's Junction



We Need More Action --- operating Accessories and Animation:

Many folks in S-Land (both hi-rail and scale) are looking for more operating accessories and animated items to put on their layouts. Lionel LLC, of course, does offer plenty of AF items to go with traditional AF or hi-rail S trains. Even some Lionel and MTH "O" accessories are easily adaptable to S. Even with all these, the AF folks still clamor for more. And with all the electronics available nowadays, why not add more S accessories to the pot. Let's capitalize on this for the sake of S.

In the October issue I mentioned the use of push buttons on the fascia boards of the ACSG Tidewater Division's portable AF layout used to activate numerous and often humorous accessories. There was a swinging door, a moving figure, a noise, a fake fire, even a pop up mouse. Some were S, some were home-made, some came from O manufacturers. But they attracted a lot of attention to the layout – the NASG convention catered to a captive audience, but you can imagine the interest created at a general show.

Those S scalers and hi-railers craving more realism also see a need to utilize all the available electronics to add some animation to their layouts too – they just want the action items to fit in more realistically than the AF folks would want. Scalers and many hi-railers want animation such as sights, sounds and movements to coordinate more with the overall layout theme. This group would probably enjoy the likes of factory sounds, night scenes with lights, moving mine trams, operating drawbridges, campfires, moving machinery in buildings and so on. Hey, maybe even a nice bacon aroma drifting up from a diner or a little smoke spewing from an

industry smokestack.

Yes, many animated items can be adapted from manufacturers who aren't scale specific – mainly things having to do with lights, smoke and sounds. On the contrary though, many are scale specific such as those dealing with structures, vehicles, signals and rolling stock. Some modeler might say, "I'd like a drop-in grade crossing complete with roadway, track and flashing signals and simple track activation. I'd like one that would fit right in with minimal wiring." Well, somebody has to produce this in volume in order to enable an attractive selling price - and are S modelers able to support a substantial volume?

Being in S, many of us are used to innovating and adapting. One example of this is to use an "O" accessory for an AF layout – another would be for scalers to disguise an AF or MTH coal loader with realistic corrugated or wood siding to look like a coal mine.

Now, where is all this going? Well Ed Loizeaux came up with the thought of someone offering a monetary prize and sponsoring an NASG contest for the most realistic operating accessory. He says that points could be won for creativity, realism, mechanism complexity, prototype authenticity, reliability and so on. My thoughts – there could even be 2 categories – one for an animated realistic accessory for the scalers and one for the AF type layout. I would think that a visit to a contest room with such categories included at the convention would really spice up interest. And after all, aren't we supposed to be model engineers (not the train type)? If these contest entries were numerous enough and creative enough, eventually manufacturers would take notice and maybe put some into production.

And yes, push-button activation by spectators can work as well with scale layouts as tinsplate ones. The idea is to get the attention of folks looking at our "perfect size" layouts and to interest manufacturers in putting some "action" items into production. Of

cont. on page 30

NEW PRODUCTS REPORT

By Jeff Madden

COSG (See below). The Central Ohio S Gaugers finally have their colorful 2007 S Spree Timken tank cars. Orders are being shipped. If you want to order one (see cover) the car includes hi-rail “roller bearing trucks”, AF wheels and couplers (with scale wheels included). This Timken car is the third in a series commemorating the company that improved the rolling characteristics of America’s railroads. Price for a single car is \$51 (including shipping); two cars for \$98, and three cars for \$145 (all three numbers). Car numbers are 73180, 74651 and 33007. Make out check or money orders to COSG Tank Car and mail to COSG, attention Tom Brinker, 5893 Tournament Drive, Westerville, OH 43082. Make sure and specify number(s) you want. Visit www.cosg.org to see more photos of the car.

GRAND RIVER MODELS (www.grandrivermodels.com - 519-865-6502) has released it’s first S scale brick structure. It’s a 9x11 inch footprint 2-story brick store with attached barber shop. The kit features cast-resin walls and sidewalks and includes many details and signs. Price TBD.

MIAMI VALLEY S GAUGERS (www.trainweb.org/mvsg) has their 2008 S Spree car available. It is the CH&D SHS wood side boxcar shown on the cover. It is \$45 if you pick it up at the Spree or \$50 if it needs to be shipped. Check the website for ordering details or email Denny White at dwhite1@wildblue.net - Phone: 937-376-2356.

MID CENTRAL REGION NMRA will be offering a series of prototype, laser cut building kits. The first offering in this limited production series will be a bag-

gage/freight building located in South Lebanon, OH.

The original structure, still standing, has probably been moved from its original trackside location. It now sits on private property several hundred feet away from what was once was the right of way and is now part of the “Rails to Trails” program. It currently rests on a concrete foundation. The building serviced the Little Miami Branch which ran from Morrow, Ohio to Cincinnati, Ohio. The building was probably constructed in the 1880’s. The building is 16 feet by 32 feet in size.

The kit, offered in N, HO, O and S scales is furnished with a 4 foot by 32 foot platform on one side and supported on a wood post foundation. The modeler can remove the platform and post supports and provide a concrete foundation for the building if desired. The floor material for the platform can be used to construct ramps up to the baggage doors. The model will be available for delivery in January 2008. Orders are being taken now. For photos and ordering information go the Mid Central Region web site . <http://midcentral-region-nmra.org/freight-house-2008/freight-house-2008.html> For further information, please e-mail rbriggs261a@aol.com

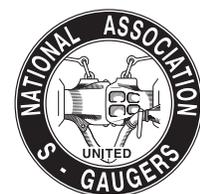
PENNSYLVANIA HERITAGE MODELS (715 Ridgeway Rd., Birdsboro, PA 19058 - www.paheritagemodels.com) has reissued the RDCs, both powered and dummies with lights. Price is \$400 for powered and \$300 for unpowered. AC is \$50 extra for a Dallee reverse unit (installed). Roadnames will be basically the same as before with a silver only finish. Should be ready by mid-

Feb. PA Heritage is also motorizing the Corgi Birney in addition to the PCC. The basic chassis without lights which mounts on the side-frame screws is \$90. The deluxe version has a bras inner shell and lights along with reversing headlights - \$180. Again, AC would be \$50 additional for the Dallee reverse unit.

PINE CANYON MODELS (www.pinecanyonmodels.com) has re-released many of their accessory pieces. Check out the site.

SHS (www.showcaseline.com) has their new 36 page catalog out - many should have them by now. Diagrams of the new steam-era covered hopper are in it. \$42.95 each. Roadnames are B&O, CNJ, LV, D&H, MEC, RDG, C&O, NYC, NKP. Also coming, but not in the catalog are 3 new reefer paint schemes - Land O’Lakes, Sampson Canning (GB&W) and Frank Fehr Brewing; \$45.95 each.

SMOKY MOUNTAIN MODEL WORKS (www.smokymountain-modelworks.com). Jim King gives us an update on his freight car projects: The CofG ventilated boxcar is under production. You can still order a car from the first run - \$76 ppd, \$70 less T&C. The next two kits will be the Southern Ry 41 foot flatcar and Southern’s “silverside” coal gondola (this latter is a newer car - post 1960). Down the road will be the SAL B7 turtleback boxcar, B&O wagon top boxcar, C&O high side gondola and Milwaukee Road 40’ rib-side boxcar.



WHAT S NEW?



Again, your task is to match up the photos with the text on page 6. Have fun.

See page 30 for some surprise offerings in American Flyer by Lionel.





Mountaineer Limited

**2008 NASG National Convention
Mountaineer Limited
August 5-10, 2008 in Lowell, MA
www.nasg2008.com**

The Bristol S Gauge Railroaders are very pleased to welcome the National Association of S Gaugers (NASG) to historic Lowell, Massachusetts for the 2008 National Convention. The convention will operate from Tuesday August 5 through Sunday August 10.

Convention Site

Our Convention will be based at the Doubletree Hotel Lowell, situated in the heart of downtown amidst the sights and sounds of both the old and new Lowell. The old is represented by the Lowell National Historical Park, which showcases the birthplace of America's industrial revolution. And the new incorporates a vibrant, diverse city with numerous restaurants, shops, museums and theaters that are just a short



Historic open side and closed trolleys ply the historic streets of Lowell to take you to many sites.

walk from the hotel. Located at the "Lower Locks" at the confluence of the Merrimack River and the Lowell Industrial Canal, the Doubletree offers over 250 rooms equipped with cable, data ports, and coffee maker. Limited rollaways are available and parking in an adjacent garage is free. Amenities include a heated indoor pool, Jacuzzi, sauna, exercise room, outdoor wading pool and sun deck. The 2008 NASG Convention will fill over 11,000 sq. ft. of function space, with two ballrooms for our convention exhibitors & dealers, and five additional rooms for clinics, meetings and the model/photo contests. Ask for the NASG 2008 Convention special rate (\$98/night for up to 4 people per room) when booking your hotel room. Rooms are filling up – don't delay in booking yours...

Traveling to the Convention

The hotel is about 45 minutes northwest of Boston's Logan Airport and about 45 minutes south of Manchester-Boston Airport in Manchester, NH and is just minutes from the intersection of I-495, I-93, and Route 3. Massachusetts Bay Transit Authority (MBTA) commuter rail service on the Lowell line provides an easy 40 minute ride to and from Boston.

Lowell National Historic Park

Lowell offers attendees at the 2008 NASG Convention a wealth of attractions just steps away from our hotel. The major one, of course, is the Lowell National Historical Park (LNHP), which presents the story of cotton textile manufacturing utilizing water-powered machinery. In the 1800s, Lowell and a few other towns in the valley of the Merrimack River became the center of textile production in America. Mass production through the use of cheap waterpower and a progressive factory system propelled New England to the zenith of the industrial revolution.

Your convention registration includes a week's pass to the Lowell National Historical Park. With this pass you can enjoy unlimited rides on the Park's 3 trolleys and entrance into all of the Park's sites. The Park includes operating mills, 2.5 miles of operating trolley tracks, 5.6 miles of canals, operating gate houses, worker housing, and a new exhibit featuring a working water-powered turbine (circa 1850). Private guided walking tours of the National Park just for NASG Convention registrants will be offered Wednesday morning, Thursday morning and Thursday afternoon, or you have the choice to do the prepaid standard tour on your own, space permitting. The trolleys traverse much of the downtown area and thus convention attendees can leave their cars at the hotel and go back in time to simpler days.

On the LNHP trolley line you'll find stops for easy access to the Boott Cotton Mills Museum, New England Quilt Museum, the Boston & Maine Railroad Exhibit featuring the B&M steam locomotive #410 and a B&M combine car (includes additional exhibits

staffed by the B&M Railroad Historical Society), the National Streetcar Museum (a satellite of the Seashore Trolley Museum), Boarding House Park, America Textile History Museum and the Revolving Museum. Lowell just exudes that feeling of living in bygone days, with the architecture of converted mill buildings, the canals, outdoor events of all kinds in the summer time and the ease of walking to restaurants and shops. LNHP online at: www.nps.gov/lowe

On Friday and Saturday nights in July & August, you can enjoy concerts under the stars presented by the Lowell Summer Music Series at Boarding House Park. Admission to concerts is typically just \$12 to \$25 for adults. Online at: www.lowellsummermusic.org

Convention Timetable

The Convention Timetable features a range of activities for attendees and their families, both rail and non-rail. Additional detail is on our web site.

For those able to arrive sometime on Monday, the Convention will kick off on Tuesday morning with The Notch Train excursion in the beautiful White Mountains of New Hampshire and our first layout tour of the convention on Tuesday evening.

On Wednesday the convention swings into high gear with a tour of the Mount Washington Cog Railway, our first LNHP tour, New Attendee Orientation, and on Wednesday evening the Bristol S Gaugers invite everyone to attend the Bristol Club's 60th Anniversary Reception.

Thursday the Dealer Hall opens and our clinic schedule kicks off, while our Tours include two more LNHP tours, two more layout tours, the Liberty Ride Tour to Minute Man National Historic Park, and the Boston Tour complete with the Boston Duck Boats, the Freedom Trail, the USS Constitution, and Faneuil Hall/Quincy Market.

On Friday, other convention activities will pull into a siding while attendees enjoy a special convention excursion on the Hobo & Winnepesaukee Scenic Railroads followed by a private guided tour of the restoration of the Flying Yankee. Clinics and the Dealer Hall will be back on the main line on Friday evening.

The Saturday schedule includes more clinics, more time in the Dealer hall, our final layout tour (including George Sellios's well known Franklin & South Manchester), and the NASG membership meeting. Saturday evening will feature the NASG Banquet (a buffet featuring NY Sirloin of beef, roasted breast of chicken and meatless lasagna), followed by the always entertaining, not-to-be-missed live auction.

For those with time on Sunday we anticipate some self-guided layout tours will be available.

Tours

In addition to the Lowell National Historic Park and our three private guided tours of the LNHP for convention attendees, the 2008 Convention Timetable includes several additional fare tours for attendees - three rail excursions, two non-rail tours, and four model railroad layout tours. We invite all attendees to enjoy some of the best New England has to offer! Passengers on all of our tours will travel to and from tour sites aboard air-conditioned motor coaches.

The Notch Train... Passengers on this tour will travel by motor coach through the sea coast towns of New Hampshire to historic Portsmouth where the tour will then travel inland paralleling the B&M Conway branch to the White Mountains. Arriving at the North Conway depot of the Conway Scenic Railroad, we will, if time permits, tour the yards, rolling stock, turntable, buildings, etc. We will then board our train and depart for Intervale and Bartlett before beginning our steep climb up the mountain. Traveling over Frankenstein and Willey Brook trestles, our train passes the historic Evans family section house site on the way to Crawford Notch Depot with views of the Presidential Range and Mount Washington. Our train continues to Fabians RR station, with a view of the magnificent Mount Washington Hotel Resort, where the engine swaps for the ride back to North Conway.

Mount Washington Cog Railway... This tour departs early Wednesday morning to the NH White Mountains, passing through Franconia Notch. Turning eastward soon afterward, you will pass in front of the historic Mt Washington Hotel which was opened in 1902. Just after the hotel we reach the entrance to the Base Station of the famed Mount Washington Cog Railway, in Bretton Woods, NH, the world's first cog mountain-railroad, dating back to 1869. Our tour will arrive in time for you to browse through the Base Station Museum, view artifacts from the earliest days of the Cog, and then have lunch, on your own, in the Base Station Cafeteria. You will even see "Old Peppersass"....the original 1869 cog locomotive!

Boarding the noon train we depart for the summit of Mount Washington, highest peak in eastern United States. As it did 140 years ago, today's cog locomotives still burn coal for the steep journey to the summit. The three-hour round trip, averaging 4 MPH, takes us to the 6288' summit of Mt Washington. There you'll have a chance to see the Mt Washington Weather Observatory, site of the world's highest recorded wind speed (231 MPH; April 12, 1934), and the Tip-Top House, a stonework hotel built in 1853. Hopefully, we'll experience a clear (though windy!) day, so that you can have views into four states,

Quebec, and the Atlantic Ocean. After our summit visit, we board our rail coaches for the return trip to the Base Station and our motor coach.

Hobo and Winnepesaukee Scenic Railroads and the Flying Yankee Restoration... This NASG special convention tour is an excursion over former B&M trackage now operated by the Hobo and Winnepesaukee Scenic Railroads between Meredith and Lincoln, NH. Traveling by motor coach to Meredith, we will start our rail tour at the Meredith railroad station on the shores of majestic Lake Winnepesaukee where we will tour the yard. After partaking of the hospitality table, we board our train and travel past Lakes Waukegan & Winoa, and up & over the Ashland summit and high trestle to the newly restored Ashland Depot. We stop for a tour of the depot and photos before proceeding to Plymouth along the Pemigewasset River passing Bonnie Brae Deer Farm, where if possible, the farm owners will board and speak to our group. We continue along the river to our terminus in Lincoln where we tour the restoration of the famous Flying Yankee Streamliner passenger train, scheduled for completion & return to tourist operation in 2009.

Boston Tour - Duck Boats, Freedom Trail, Quincy Market... Thursday morning our motor coach heads into Boston for a day on land & sea, accompanied the entire day by a professional tour guide! Tour the Freedom Trail including the Old State House, site of the Boston Massacre, the Granary Burial Ground, & the North End with a walk by the home of Paul Revere and the Old North Church, where the lanterns were hung to signal his midnight ride. Then at 10 AM, we will board the Boston Duck Tour (an authentic, renovated World War II amphibious landing vehicle). See the highlights of Boston: from the golden-domed State House to Bunker Hill and TD Banknorth Garden; from the Boston Common to the Big Dig; from Government Center to fashionable Newbury Street and the Prudential Tower. Then, just when you think you've seen it all, there's more! It's time for "Splashdown" as your ConDUCKtor splashes your DUCK right into the Charles River for a breathtaking view of the Boston & Cambridge skylines, the kind of view you just can't get anywhere else! After your duck tour, we'll continue touring with stops at Bunker Hill Monument and "Old Ironsides", the USS Constitution, oldest commissioned ship in the U.S. Navy. You will have time for lunch on your own and a little shopping at Faneuil Hall/Quincy Market before the tour continues in the afternoon, ending back at our hotel around 3:30PM. Tour requires some walking.

Liberty Ride - Minute Man National Historic Park On Thursday morning, we will board our motor coach at the hotel and head to Lexington, MA, Birthplace of the American Revolution, accompanied on the entire tour by a professional tour guide! We'll visit the Minute Man NHP Visitor Center and view their film, "The

Road to the Revolution", and travel down Battle Road to walk in the footsteps of the minute men as you cross the Old North Bridge.

Next stop is Hartwell Tavern, gathering place of the colonial militia, and then we move on to Concord, to see the sites that inspired literary greats, Thoreau, Longfellow, Emerson, Hawthorne and generations of Alcott's, as well as Sleepy Hollow Cemetery, the final resting place of Thoreau, Hawthorne, Emerson, and Louisa May Alcott. Also buried here is David Chester French, sculptor of the famous Minuteman statue, as well as the seated Lincoln in the Lincoln Memorial. Arrive back at the hotel about 1 PM. No lunch stop is included in this tour and tour requires some walking.

Layout Tours, Clinics, and More... Our convention will feature four different layout tours. Each tour will feature at least two layouts. The Tuesday night tour will include Tom Robichaud's operating S hi-rail layout with custom built closed frog turnouts. The Thursday night tour will include Gene Kelley's super-detailed S layout featured in the July 2006 Classic Toy Trains. Saturday's layout tour will feature George Sellios' acclaimed Franklin & South Manchester Railroad (open only to Tour ticket holders) and Chet Brown's S gauge layout. Look for more layout tour details in the next issue of the NASG Dispatch!

Also on the Convention timetable will be clinics on topics such as designing backdrops, new techniques for building water soluble scenery, passenger train operation in the 50's and 60's, and more given by clinicians including Charlie Bettinger, Dave Frary, Ben Perry, Mike Tylick, and others.

To commemorate the 2008 NASG National Convention in Lowell, MA where MOXIE was developed, there will be a limited edition run of MOXIE wood sided refrigerator cars produced for us by S-Helper Service. Order your cars today - we anticipate that these cars will sell out early!

Don't miss our Model and Photo Contests! Begin planning now on what you'll enter...

Watch for convention updates on our web site at:
<http://www.nasg2008.com>





Mountaineer Limited

The Doubletree Hotel overlooks the historic canals in Lowell and is very convenient for visiting the National Historic Park that preserves the history of cotton textile manufacturing in New England.



NASG.ORG

> The 2008 NASG (National Association of S Gaugers) National Convention host committee is pleased to announce the winners in our first three Monthly Drawings for 2008 Convention registrants.

The 2008 NASG National Convention is being held August 5-10, 2008 in historic Lowell, Massachusetts, birthplace of the American Industrial Revolution, and is being hosted by the Bristol S Gauge Railroaders club. As an incentive to register early for the 2008 NASG National Convention, all convention registrants are automatically entered in monthly drawings open only to those who have sent in their paid convention registration. Each registrant is entered in the monthly drawings beginning the month following the receipt of their paid convention registration. Winners will be notified by email or phone. (Note 1)

The winners and their prizes for the first three Monthly drawings are:

August:

* Skip Readio - Twin Whistle Gas/Grocery (40's era) Structure Kit (donated by Port Lines Hobby Supplies)

* Bill Whitmore - 2008 Convention T-Shirt

September:

* Jamie Bothwell - Pine Canyon #370 Dump, Master Kit (donated by Port Lines Hobby Supplies)

* Bob Lachen - 2008 Convention T-Shirt

October:

* Bruce Russell - 2008 Convention Logo Briefcase

* Tom Robichaud - 2008 Convention T-Shirt

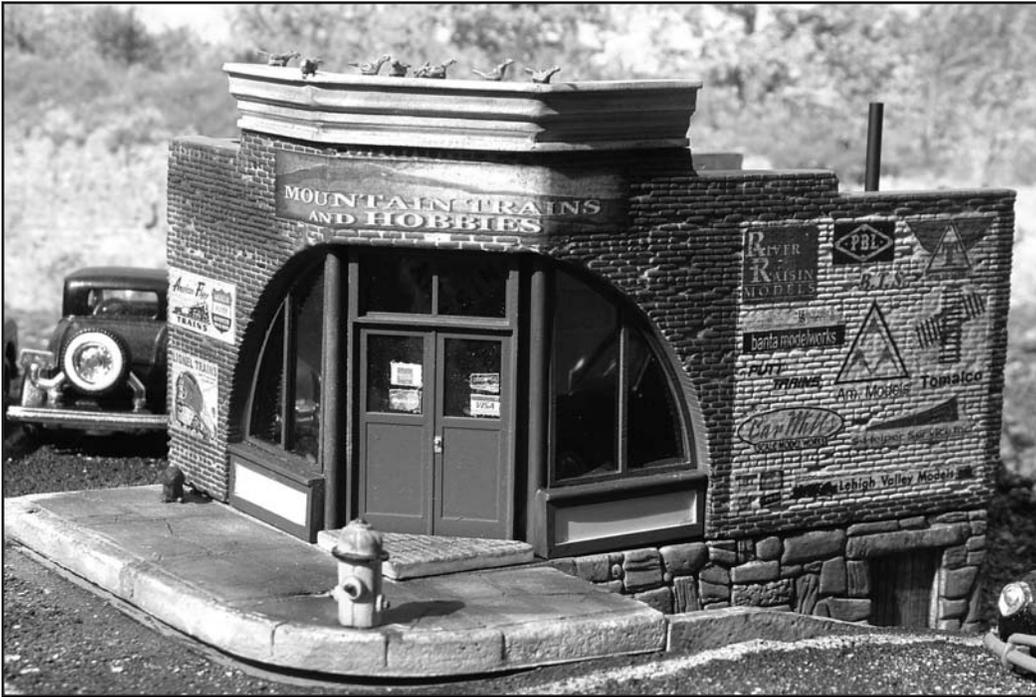
>

Have you registered yet? If not ensure that your paid registration reaches us by November 30 to be eligible for the next monthly drawing on December 10. All registrants are automatically entered in each monthly drawing with the exception that once selected as a winner, the registrant is removed from future monthly drawings. The earlier you register the more opportunities you have to win!

In addition to the Monthly drawings, the 2008 National Convention is also sponsoring a "First 60" Drawing, open only to the first sixty (60) convention registrants who are not members of the Bristol S Gauge Railroaders. Among the prizes for this drawing are five free room nights at the 2008 convention hotel, a Hobo Tour ticket, two 2008 Convention Cars, and four \$25 Dealer Hall Gift Certificates. Winners in this drawing will be announced at the 2008 National Convention. So don't delay -- mail your paid registration today to be entered in both the monthly drawings and have the opportunity to participate in the "First 60" drawing.

A MYTH EXPOSED: THE UNICORN LIVES NEAR FOUR CORNERS

By Gerry B. Evans



NASG members Dick Wholf, Bill Winans, and I all live on the Colorado Plateau though we're separated by many, many miles. Dick is in southern Colorado while Bill and I are in northern Arizona. Between us all is a lot of nothing except the Navajo and Apache Nations and some of filmmaker John Ford's favorite outdoor cowboy movie venues. Somewhere, out in that vast nothingness, about halfway between southern Colorado and northern Arizona, we've located, on a lonely, narrow, and almost-deserted asphalt pike, something that no one actually thought existed outside of Des Plaines, IL: A brick and mortar hobby store that not only stocks, but also specializes in 1:64 trains. The accompanying photos speak for themselves. We're not, except here, sharing even the general locale of this "bonanza" with anyone. To do so would only prompt a mass exodus of S-Heads from all over the lower-48, and this would play havoc with an otherwise peaceful and tranquil little store and its precious inventory.

The fictional "Mountain Trains and Hobbies" began as a **Thomas A. Yorke Design Studio Bank/Storefront kit**. (P.O. Box 88927, Dunwoody, GA 30356, 770-645-2597, <http://thomasayorke.com>, tomyorke@bell-south.net, \$69.95+\$5 S&H) This kit was introduced in mid-2003 and may still be available from Yorke Design or an S distributor. Craig O'Connell's website www.trainweb.org/crocon/sscale.html lists two additional in-process Yorke S kits, Angel's Nest Cemetery

and Pool Hall Bordello.

The kit's **main components** are beautifully done hydrocal castings, a stonework basement, a brick upper floor, and a concrete sidewalk and stair pieces. In addition, the inventory includes a plastic rear window, plastic front double-door, two plywood laser-cut front windows, a cardboard floor, a cast door footplate, three cast cornice pieces, and three pieces of styrene tubing. Not included are wire for the basement door handrails, sub-roof, roofing material, window glazing, and decorations.

The **directions**, at best, are iffy and somewhat disorganized. Most of the obvious assembly is covered in laborious detail. At the "rough spots" the directions tend to go mute leaving the modeler to ponder the best assembly method. With one exception, the illustrations are also almost useless. Instructions for the assembly of the front window and door unit really need expansion and more illustrations.

My first voluntary departure from the written assembly instructions was to substitute a sheet of 3/32"-spaced scribed basswood for the cardboard floor. The cardboard floor material became my sub-roof. Also, I didn't care for the basement door casting and covered-up the door with 1/64"x1/16" vertical basswood strips. My involuntary change involved the front door. Even though I righted each and every piece at each and every intersection and corner with steel squares, when I first tried to install the front door, I was left with a 5/64" gap between the vertical frames (two pieces of cylindrical styrene) and the door. To fill the gap, I added a 1/8"-wide piece of styrene to each side of the frame and then glued the double-door to these strips. This adds depth and actually looks better than the original plan.

I used Am. Accents Colonial Red for the main brick color. In addition, I brush-painted various bricks, here and there, with black and six other shades of red. The brick mortar is spackling compound put on with a brush and wiped down with a damp cloth. I painted the

cornices with Krylon Cameo White, the interior with Am. Accents Tranquil Blue, the roof with Krylon Flat Black, the vertical and horizontal areas above the roof with Badger Concrete, the basement stonework and sidewalk with diluted Liquitex Raw Umber, the windows and lower window supports with Am. Accents Hunt Club Green, and the window support indents with Krylon Tidepool. I weathered with chalks and sealed the whole thing with Testors Dull-Cote.

I downloaded all the decal images from the net and stored them in a HD file. Selectively, I then copied the images into an MS Word document where I could manipulate their size and height-to-width ratio. I transferred the completed Word file onto a CD and took the CD to a local business supply store where the store's personnel produced two paper copies, one transparency copy, and two decal-paper copies onto the Micro-Mark opaque decal paper that I supplied. I got all of these for about \$3.

Decals printed on a color laser copier demand special treatment as the copier lays down a granulated image. Conversely, silk-screened decals are produced with paint. Laser decals should be coated with three or four layers of clear spray. Even with the spray coatings, you must be careful when cutting them out not to cut into any of the image. You cannot use any decal-setting solution. Some care must be used to manually get the laser decals to snuggle into surface irregularities. In preparation to apply the decals, I sprayed the brick surface with some clear gloss. At the last moment, I also decided to highlight the S manufacturer decals with a white background, and here I made a mistake. I created the white rectangle with flat white spray and forgot to go over it with gloss. Around 48-hours later, the manufacturer decals began to lift off the brick surface. As an experiment, I tried immersing the decals into some Future Floor Wax and reapplying them. This worked, and the decals actually snuggled down into the brick pattern. This method is worth making a mental note for future use. I have NASG "Dispatch" editor emeritus Bob Jackson to thank for my having the floor wax on-hand. Bob swears by Future for affixing ballast, and, having adopted his roadbed method, I always stock a bottle or two of Future.

I added the following details to the basic Yorke model. I used masking tape to simulate rolled roofing. I put an octet of B.T.S. pigeons along the cornice and then used Badger white paint and a blunted straight pin to lay down some pigeon droppings on the roof. The wiener dog and fireplug came from Scenery Unlimited. I glazed the windows with .01" styrene sheet and bent some thin brass wire for the basement door handrails. I left the roof unattached so interior detail could be added sometime in the future. Lastly, the kit-supplied third piece of styrene tubing forms the chimney.



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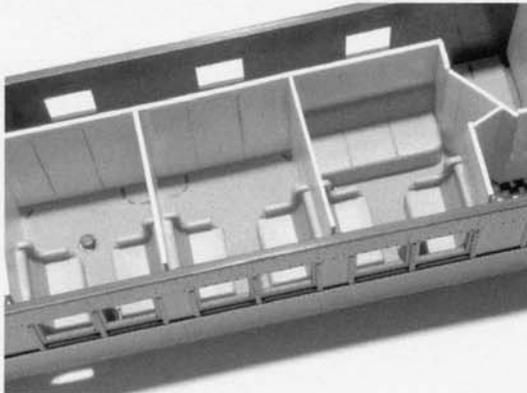
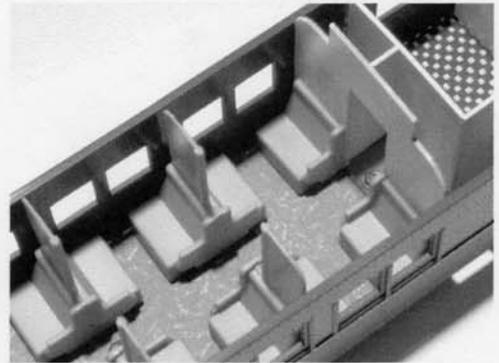
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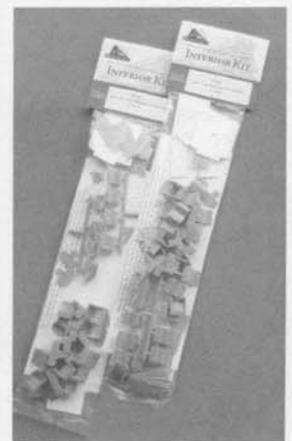
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CIVIL WAR ROLLING STOCK

By Monte Heppe

Two of my favorite American Flyer sets are the Frontiersman Passenger and Freight sets, commonly referred to as the Franklin and Washington sets for the names on the engines. I always thought it would be nice to have additional cars for these sets. The Franklin set was easy since extra passenger cars are readily available. The Washington set needed something different than more of the same cars.

On my last visit to Gettysburg, I purchased a book by George B. Abdill titled "Civil War Railroads". It has a wealth of pictures that suggested a several items of rolling stock that could be created from American Flyer cars.

The following models are not intended to be scale models, but representation of the real cars in the spirit of the Flyer sets. No detailed measurements are given as much of the detail has to be adapted to the items you find to represent the loads.

Railroad Battery

These were field pieces or naval guns mounted on flatcars behind a barrier of heavy timbers with the front planking sheathed in iron. Die-cast models of naval guns of appropriate size are readily available at train and toy shows.

I used the chassis from a late AF caboose with the integral handrails

and one coupler. I cut the handrails from the no coupler end and covered the metal floor with strip wood. The sides were built up with square wood pieces. The slope on the front of the car will be determined by what gun you find. After trimming the sides to the proper angle, I planked the front with strip wood and cut a hole for the gun muzzle. I used a piece of sheet styrene for the iron sheathing. I used cut off straight pins for the drift pin heads. These batteries were generally pushed ahead of the engine. As the AF engines lack front couplers, I tow this car at the rear of the train.

Mortar Car

This car is based on a mortar car used by Union Forces at the siege of Petersburg. While the prototype was a short flatcar with a single mortar, I chose to use a repro Flyer flatcar with two mortars. The mortar barrels are made from PVC pipe caps. $\frac{3}{4}$ inch for the smaller one and 1 inch for the larger. I plugged the caps with wooden dowels to give a solid body and drilled $\frac{1}{4}$ " bore in the smaller one and a $\frac{3}{8}$ " in the larger. This gives mortar sizes of 16" and 24" which is probably on the large side but it looks good. The real mortar had a bore of 13" and moved the car backward 12 feet when fired.

The cannon balls are slingshot ammo $\frac{1}{4}$ " and $\frac{3}{8}$ " in diameter that I found at a sporting goods store.

Racks for the cannon balls were made from Plastruct shapes. The mountings for the mortars were made from balsa wood cut to the appropriate shape.
Supply Cars

Flatcars

This series of three flatcars represents typical Civil War supply loads. All are repro Flyer flats. Many supplies at the time were packed in barrels and wooden crates. The barrel car has strip wood vertical pieces cut to fit the stake pockets on the flatcar. I attached horizontal pieces of wood to these to contain the barrels. The barrels I used came from Scenery Unlimited.

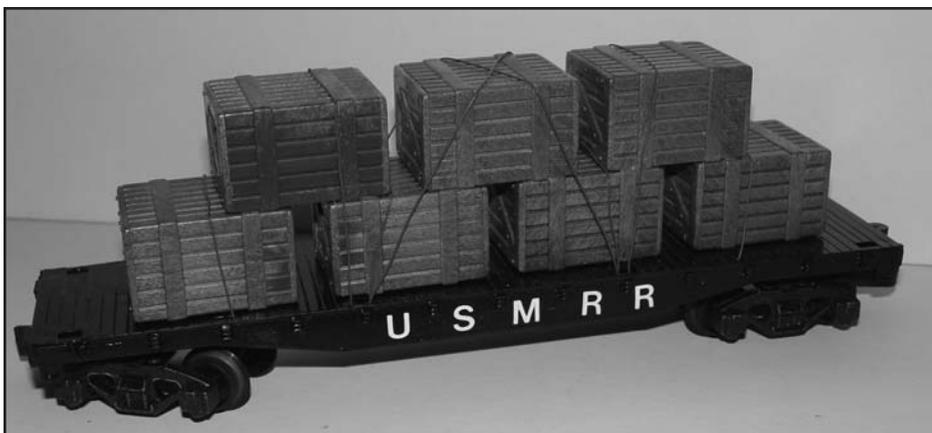
I used wooden crates made by K-Line for the next car. These can still be found at train shows, but you could make your own. I stacked the crates two high gluing them in place and added tie downs of wire run through the stake pockets on the car. The car is lettered for the U.S Military Railroads.

Rails were a precious commodity during the Civil War as both sides engaged in frequent destruction of railroads and devised a number of ways to make the rails unusable. Consequently rails were a frequent load on supply trains for rebuilding efforts.

The load on this car is AF straight rails from some old rusty track I had laying around, but any rail can be used. Stakes fit to the car pockets and wire tie down are used to hold the rail in place. The car is lettered for the Orange & Alexandria Railroad.

Both sides used equipment similar to those above so they can be lettered however you prefer. These are just a few of the possibilities as there were numerous unique items of railroad equipment devised during the Civil War for military purposes.

K-Line crates are used for this supply flat car.

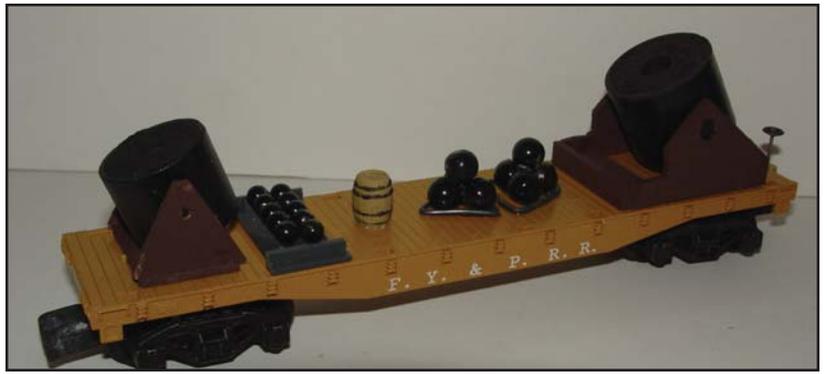




Railroad Battery

Photos by Monte Heppe

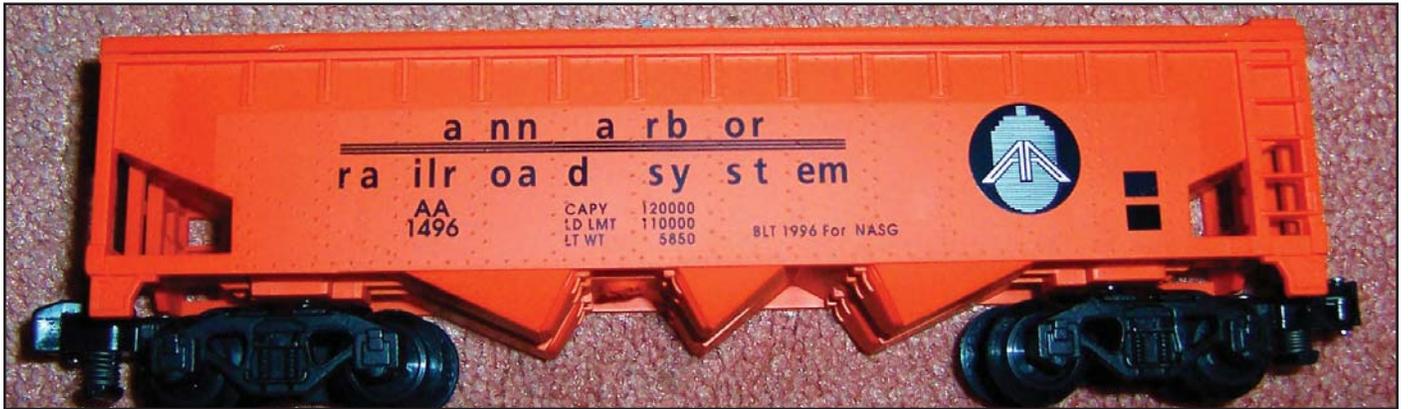
Below are two photos of the Mortar Car.



Barrel Cars were used to haul various supplies that came in barrels.

Rail Car flats were used to haul rail to replace track damaged by raids.





THE NASG AMERICAN FLYER CAR PROJECT PART IV

By Doug Peck

Continuing our “history” of the NASG American Flyer Commemorative cars, we begin this time with 1995, when two “experiments” were tried. The first car selected was the Lehigh Valley 3-bay covered hopper using a newly-tooled grain cover produced for us by Lionel. This was the first covered 3-bay hopper ever offered in the AF line by either Gilbert or Lionel! Our original intent was to produce a Quaker Oats covered hopper, but we were denied permission to do so by Quaker Oats Corporation. **The LV road name was chosen** to match the area of the 1995 national convention in Altoona. Numbered “1295”, the LV hopper is painted gray with black print and the red-&-black LV flag logo. Once again, the NASG logo was used to identify the car as an NASG club car. The flag logo and the NASG logo were located just left of center on the car sides. Left of center lettering: Right of center lettering:
V LEHIGH 1295 VALLEY-
CAPY 183000 CU FT
5181 LD LMT 113700 B L
95 LT WT 54200

1200 LV cars were produced, and they sold for \$43 each, shipping included. This production number proved to be a bit ambitious, as this car sold slower than usual, and took 2-3 years to sell out. The car still sells on the secondary market for \$75 or less.

The second car for 1995 was a **Southern Pacific TTUX** double flat car set, carrying “Southern Pacific Golden Pig Service” trailers. These were Lionel O-27 units, mounted on American Flyer

knuckle coupler trucks.....an experiment which several S-gaugers had tried on their own and both displayed and operated at earlier NASG conventions. The two car set was also supplied with the necessary couplings to combine units and create a prototypical 5-unit set.

The SP cars were numbered “TTUX 1395”, and lettered for the “Trailer Train” consist, with a “BLT95” date on them. Cars had a yellow body with orange stanchions, and black trucks and trim. Trailers were white with the orange and red trim and lettering, plus the multi-colored Golden Pig Service logo on the center of each side. The trailer front end also carried the GPS logo, the trailer number, and the NASG logo. The two-car set sold for \$85, and 1000 were produced. These sold out within a year.

Unlike most NASG cars which are limited to two cars per member order, the SP limit was increased to three. This allowed for the creation of a prototypical 5-unit set. In fact, many members ordered additional cars after delivery, which is why the car sold out fairly quickly despite a high production number. Although not often seen on the secondary market today, the SP TTUX rarely brings more than \$75.

Lionel produced additional regular-run TTUX units in other road names in succeeding years, but the practice of using S-gauge trucks under O-27 bodies was not generally well-received, and the practice was abandoned soon afterward.

In 1996, we continued the two-car concept. The first car selected was to coordinate with the Dearborn (MI) convention, an **Ann Arbor RR 3-bay covered hopper**, painted AARR orange with black & white print. Once again, the newly-tooled grain hopper cover was used on this car. Numbered “AA 1496”, there were 1000 of these cars produced and sold for \$44 each, shipping included. As usual, the pre-delivery orders were limited to two cars per member.

Lettering and placement can be quite clearly seen in the photo of this car, so I won’t bother detailing it here.

This car did not prove overly popular, and took several years to sell out. Today, it usually sells on the secondary market for under \$75.

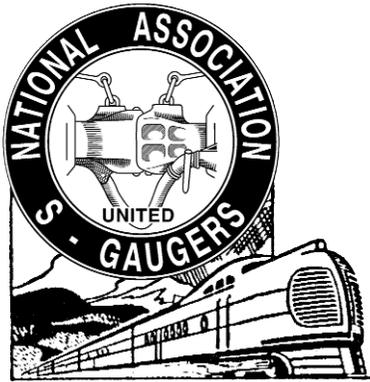
The second car for 1996 was one of our most popular. Returning to the offering of a tank car, we chose to produce a **Mobilgas single-dome car** with chemical platform. This was a silver tank with black frame. All print was black, except for the two red “Flying Horses” on each side of the car. The chemical platform was black with nickel handrails. The car number appeared on the far left end of each side, “S.O.V.X. 1596”. Centered on the car, and located behind the ladders, was the Mobilgas trademark, and underneath it “SOCONY VACUUM OIL CO” in small print. On the far right end of each side, in very small print:
SAFETY VALVES
TESTED 1-30-60
PRESSURE 25 LBS
PER SQ IN
BWS TANK
And below that, “BLT 1996 For NASG”.

1000 of these tank cars were produced, and they sold out very quickly. This car was priced at \$49 each, shipping included. The primary reason for the higher price on the Mobilgas tanker was that

Mobil Oil Corporation imposed an 8% royalty on NASG for the right to use their name and logo on this car, a total expense of about \$3700.

Today, when found on the secondary market, the Mobil tank car usually brings between \$75 and \$125, MIB.

Next time, we'll look at 1997, when we returned to production of a single car per year, through 2000.



This B&M 0-6-0 and combine sit outside the Doubletree Hotel. The active track in the foreground is used by the active shuttle trolley that takes you to the historic mill area.

PORT LINES HOBBIES



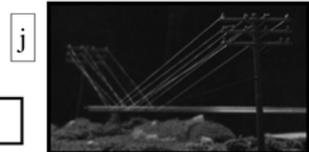
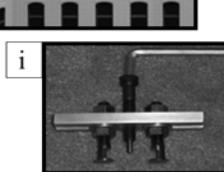
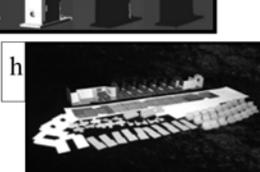
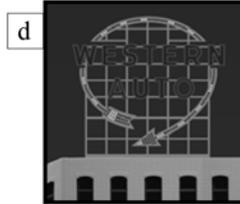
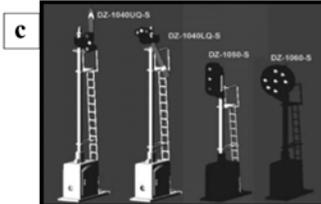
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S-TRACKS

By Sam Powell

Embracing Change

It seems as if change is now the order of the day, whether you are a Republican, a Democrat or an Independent. It is wonderful when there can be so much agreement about something. But what if you are a model railroader? Hobby changes can be difficult for some to adjust to, such as when they changed the track standards years ago. Some changes come along that are accepted by some and not by others. This is how we end up with a fractious model railroad population. Some went with the flow, while others stuck with the past. If it was good enough for then, it is good enough now. Some changes improve things so obviously, that these changes are welcomed by everyone.

Some changes seem to be thrust on us from an outside world, such as the fact that most model railroad rolling stock is now made overseas. Some change is initiated by ourselves. These kinds of changes are almost always for the better. They are almost always done after reflection on something we didn't like about ourselves or what we do. This kind of change is hard. It requires self insight. For some reason we can see what is wrong with others more easily than what is wrong with ourselves. The good news, and the bad news is that once we decide to change something, the biggest thing holding us back is ourselves, and our minds. True, there are physical realities that usually limit what we can accomplish, but the mental ones are usually the more difficult ones to overcome.

For me, one of the more satisfying, and exciting changes is to make a change to the Penn Creek Valley. At first it is hard for me to consider tearing out something I have finished, no matter if I have done a great job of it or not. One of my

watchwords in construction of the model railroad is "Don't let a relentless search for perfection be the enemy of Good Enough". I know some guys who can never even get started because they are fearful the results will not be good enough, or they spend years planning the perfect thing. However, learn to accept what is, and you can get further with your project. So how is this acceptance of what is consistent with the idea of changing the layout? If you know going in that change later is OK, then you just do it, and don't worry so much about it.

Changing the Penn Creek Valley has always provided me with a major jolt of enthusiasm. It provides a new concept for me to start dreaming about and planning on. This stirs the imagination. It gets me looking into catalogues, and studying both prototype and model photos for ideas. It brings new life to the hobby. But many things stand in the way of this kind of change. The devil we know is better than the devil we don't. Some don't even consider changes such as this. It just simply doesn't enter their minds. To these folks the status quo is unalterable. To make matters more difficult, once we get the idea to change something, there is often the mental resistance to it that is hard to overcome, even when we can see clearly that change would be a good thing. Change is messy at first. Anyone who has put an addition on their house knows that there is a period of very inconvenient destruction that precedes the final product. Many who go this route vow to never do this again. But without change, how can we get better? And how do we even know change is needed?

There are several clues that change is a good idea: Is what you have working OK? Can you run your trains without derailments? Does it look good to you? Are there areas that could be done better if you had it to do over? Is your current type

of operation satisfying to you? Are you getting tired of just running trains in a circle? Would you like to build some new structures, but don't have a place to put them on the layout? Have you gotten interested in a new kind of industry, thus leading you to do research? Are you interested in new types of rolling stock that are inappropriate for your current track plan? Here is the hardest one to hear: Are your friends suggesting changes to the layout? If the answer to any of these questions is YES, then maybe it is time to make a change in your layout.

Perhaps the most difficult thing to process and accept is the advice from friends. Unsolicited advice is often felt as criticism. Fortunately for us, if we can get over the hurt we feel, this advice can open our eyes, if we can listen to it.

Two of the layouts on the Baltimore convention tour, Dan Vandermause's B&O and my Penn Creek Valley are undergoing major changes in certain areas of each layout. In both cases this has generated new enthusiasm. In both cases the convention was kind of a high point that we had worked towards. This kept us focused on finishing certain areas of the layout, cleaning the room, and in general getting things wrapped up, so to speak, for visitors to see. The intensity of this left us both feeling a little over done, and somewhat uninspired to continue once the crowds were gone.

Fortunately, we were both bitten by the change bug. We took the months of November and December off from the Mid Maryland S Construction Group in order to more sanely get through the Holiday rush season. And when we got back together again we both discovered we had more or less simultaneously decided to open up a section of each layout that had originally been planned as an area where the trains would be hidden. This had the effect of giv-

ing both of us new life with the layouts.

Often times model railroaders will just let a layout sit in the doldrums as things get a little dull, when the original plan is completed, and there is no inspiration left. Creation is the natural state of human beings, and as a project nears "completion" we are often left feeling that something more needs to happen. Creation is now finished, and we feel empty. Sometimes when this happens, we will tear the layout down. Both cases can leave the previously understanding spouse confused, and saddened. "Why don't you play with the trains anymore?" "Oh, I don't; know. It's just not fill in the blank anymore". If you want to get back in the swing of things, inspect your layout carefully and see where you can change it. The main thing is to keep the best parts of the layout, and change the worst part. It is not essential to start over to be excited by creativity once again. And, changes do not have to be earth shaking to be exciting, or simply engaging on a creative level once again.

See if it is possible to change the layout while still running the trains once in awhile. It is always fun to see the trains run through new

scenery, or through new buildings. Don't wait until the change is all finished to see this happen. Continue to run the trains as each increment of the change takes place.

In Dan's case, he has decided to open a section of the layout that was to house hidden staging yards, and instead model a train shed for passenger cars. Passenger car operations have always fascinated Dan. So it seemed to him, like the perfect thing to do. In my case, I took out an entire (future) mountain, and built a town with a station, and business district. This was easy because the mountain was not built yet, but simply planned. I enjoy structure building very much, and this gives me a new place to install these structures on the layout. I am not sure how Dan came to his realization, but the change on the Penn Creek Valley was inspired by comments made by Dick Karnes when he visited the Penn Creek Valley. At first his comments did not seem right, but as I thought about them, it seemed obvious that he was right. My goal with the mountain was to hide the trains when they were in a tight, unrealistic curve. He said, hide them with structures, not a mountain. So that is what is happenings. Thanks Dick. How did

you get so smart? In any event, Dan and I are both clicking along with inspiration now as a result of deciding to change the layouts.

If you are in the doldrums with your layout, don't let it sit, and don't tear it down. Just look for a place for some exciting change. Put in a river. Build a grade crossing with a guard house, autos and pedestrians. Put in a mountain. Take out a mountain. Add a siding for an industry to switch. Add a stub-end terminal for passenger cars. Add a turntable so you can turn your engines back around. Add a passing siding so you can run two trains on the same track. Put in a back drop. If you can't paint or simply don't want to, nice commercial ones are available.. Add a high line with a grade. Add a branch line.

The list is almost endless. The main things is, don't ever consider your layout finished, and don't get too locked into your original plans. Your plans were exciting when they were new, and they were the best you could come up with at the time, but they certainly were not perfection. So loosen up, get some new excitement, and just have fun.

Sam spowell786@verizon.net

This is a peninsula area on Sam Powell's Penn Creek Valley. Yes, this is a project Sam can work on since it is unfinished.

Photo by Jeff Madden





BACK TO DINER HEAVEN

The last time we S gaugers had a chance to be in the heart of vintage diner land was in Worcester, Mass. at the 1998 NASG Annual Convention. We return this year to Lowell, Massachusetts where there is even a diner right across the street from the convention hotel and in view of a steam engine on display and the operating trolley line. This one is the Club Diner. There are several others in Lowell. One recommended is the Four Sisters Owl Diner on Appleton Street. A reviewer rated it high for the pancake breakfast.

There are also several that are nearby in Massachusetts and New Hampshire - areas where folks might wander off to when seeing the sights. All those mentioned were rated at 4 or 5 stars - I presume that means pretty good.

Manchester New Hampshire, about 17 miles north of Lowell lists two - the Airport Diner and the Red Arrow Diner. About 5 miles from Manchester is a 5-star Mary Ann's Diner in Derry, NH.

Over near the coast, not too far from Doug Peck's hometown are Pat's Diner in Salisbury and the Agawam Diner in Rowley. These are on the famous

U.S. 1 highway. If you get to witch country, Salem, there's the Salem diner. Down in Waltham (not too far from the Concord-Lexington battlefield is Wilson's Diner.

There are tons more diners in the whole area, and if you are driving around New England you'll probably bump into several. Also, I hear there's a good restaurant in Palmer, Massachusetts in the old depot there next to two crossing mainlines. When I was there in '98 it was an antique shop.



Mountaineer Limited

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** are actively planning for the 2008 NASG Convention and a site has been booked with the convention car details worked out (see flyer in last issue of the *Dispatch*) The **BSG** members who attended the NASG convention in Baltimore, MD. brought a presentation on next years convention to be run by the club. The club was hosted by Pat and John Ciarieglio for their annual Christmas party on Dec. 8, 2007, in the new home of the hosts. The Club set up and operated their layout at the Greenberg Train how held on Nov. 16-18, and also at the Hub Train Show on Dec. 1/2, 2007 in Marlboro, MA.. The layout will be set up at the West Springfield Train Show to be held on Jan. 26/27, at the Big E Fairgrounds. Tables at the upcoming train shows will be used to promote the up coming NASG convention to be held next August 5-10, in Lowell, MA. as sponsored and hosted by the club. A recent display of the club layout where two S Helper Service Consolidations were to be operated ran into difficulty when one of the locos was being operated with the brakes "on". Investigation determined the mode that the loco was in and it was made operational by simply turning the brakes off. These locos run flawlessly when properly programmed.

The *Canadian S Scale Quarterly* is the voice of **S Canada**, a dedicated group of Canadian modelers in S scale. Issues of the newsletter are edited by various member volunteers and Alex Binkley, in Ottawa, Canada receives the information from members that is intended for publication in the newsletter. The S Scale Workshop recently completed its second display season with new modules (David Clubine), expanded modules (Pete Moffett) and an increasing level of detail from the rest of the group.

The **Connecticut S Gaugers (CSG)** set up and operated their modular layout at the Cheshire High School Ram Band sponsored train show on Nov. 18, 2007. The set up was coordinated by

Steve Kutash, V.P. of the club in charge of the module displays with the help of other members who brought modules to the show. The show layout normally includes S train tracks operated with AC, DC and DCC power supplies. Operation with DCC was recently instituted on their modular layout. This show, held in the Cheshire High School, is sponsored by the Ram Band, and band parents prepare and serve food at the show. The high school band members provide personal food service to the dealer table renters so the display dealers do not have to leave their tables to purchase food. Free donuts and coffee are provided to the dealers prior to the opening of the show at 10:00 A.M., which is an incentive for the dealers to arrive promptly and set up their tables before the show opens. The band sponsors shows in the Spring and Fall, and these shows are the first time that the **CSG** club set up a layout for public display under the direction of the club founder, Bill Krause.

The **CSG** met at the home of Bob Davis for their December meeting in Old Lyme, CT. Those attending enjoyed operation on a large S layout that uses AF track and has 13 sidings. The layout has been featured in *Classic Toy Trains* magazine. Bill Fuhrman is club President, Steve Kutash, V.P.; Craig O'Connell Sect'y/Editor; and your column editor is Treasurer of the club. The club recently welcomed new member Arnold Palmieri of North Branford, CT. Arnold is an AF train fan and he has an operating layout. The members who attended the Dec. meeting discussed the possibility of bringing and setting up their modular layout at the up-coming NASG convention, in Lowell, MA. Commitment from enough club members with modules and other members who could operate the layout at the event would be required.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of John Robertson in Windsor Locks, CT. on Sept. 13. The **PVSG** held a meeting at the home of Larry Covey on October 18. At

a club meeting, members Charlie Bettinger, Frank Grano, and Bob Gravel described a recent Narrow Gauge convention that they attended, with photos of the events at the convention. Member Jim Richardson is recovering from heart surgery, and is doing well. Some members of the club attended the Ram Band Train Show held at the Cheshire High School on Nov. 18. Member Dave Sullivan hosted the November club meeting on Nov. 15 and Richard Kasabian on Dec. 20.

The **Western N.Y. S scale Association (WNYSSA)** held their December meeting at the Pendleton Historical Society where there was a train display that included 20 O gauge and Standard gauge trains in operation at the same time. The club members held their annual Christmas get-together, at the Red Mill Restaurant, Williamsville, N.Y. on Dec. 9. Reservations were required for the event, and there were three choices for the meal. The club helped set up an S gauge layout with the RASG at the GSME Train Show held on Nov. 11, at Batavia Downs, Batavia, N.Y. The **WNYSSA** brought corner modules and some straight modules, and the RASG brought straights to set up a display layout at the show. Don Webster coordinates the module set up done by the club.

Gregg Mummert coordinates the club activities and edits the club newsletter. The newsletter is being distributed by e-mail, as a cost savings to the membership. Bud Rindfleisch hosted the Nov. club meeting in Hamburg, N.Y. The club is planning to set up and operate a layout at the TTOS Train Show, in Cheektowaga, N.Y., at the Leonard Post Hall on Jan. 26/27, 2008. Club member John Cole was honored at a recent TTOS holiday dinner and he received the 2007 Jack McGregor "Good Guy" award for his support of the organization over past years. The club is considering the purchase or construction of a track cleaning car for use on their modular set ups. The club is planning to jointly set up with the RASG an operating S gauge layout at the GSME Train Show to be held on March 30 at the Batavia Downs, Batavia, N.Y.

The **Rochester Area S Gaugers Club (RASG)** has a web site managed by member Bill Johnson, and it is used to display photos of recent events that the

club has planned and attended. The club set up a layout at the GSME Train Show held at the Batavia Downs Fairgrounds on Nov. 11, 2007 and is planning to again set up a layout on March 30, 2008 with the WNYSSA at the same site. The club will bring straight modules to be used with corners brought by the WNYSSA. Both club's members will bring and operate their S trains at the event.

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. Club president Hank Worrell gave a description on the origins of S scale, at a recent meeting of the club. John Aaron wrote a feature article on the **SJSG** Mall adventure which was published in a recent issue of this magazine. Club member John Aaron organized a day of rail fanning in New Jersey from Pennsauken to Princeton for club members participation. The club members responded enthusiastically and the event held on Oct. 13 started at 1:00P.M. and ended around 9:30 P.M. John promised that those participating would require little walking and most of the trip was inside, so weather considerations were not a factor. ID was required and cost was nominal for those attending the event. The tour left the River Line Park & Ride Station at Route 73 and River Road in Pennsauken, N.J. at 2:30 P.M. Parking was free at this station, and there were plenty of train movements at the station thanks to Amtrak, New Jersey Transit and Septa. Officers of the club are: Hank Worrell, Pres.; Mike McConnell, V.P.; Steve Politowski, Sec'ty.; Joe Balcer, Treasurer; and Jim Oliver, Ass't. Treasurer. Mike McConnell edits the club newsletter.

The **SJSG** held their December meeting that included a potluck dinner/auction for the members where those attending can bring a main dish or desert, and the club will provide plates, napkins, drinks and condiments. The evening included an auction of items brought in by the members that can be sold, with the understanding that 60% of the sale price goes to the

club member, and the 40% balance goes to the club's modular layout fund. It was an opportunity for the members to sell partially completed models and rolling stock that they might not want. A recent issue of the club's newsletter included a map of south Jersey with locations of points of interest to the members including hobby shops and other places that are operated by members or friends of the club. On Dec. 29, 2007 the **SJSG** held their annual trip to the Strasburg, PA. area where train related displays and activities are located, including the TCA National Toy Train Museum, Penn. RR Museum, and Strasburg RR operators. John Aaron gave a clinic on making faux model metal signs. Photos of the new club layout showing scenery details were included in a recent issue of the club newsletter.

The **Neshaminy Valley AF Club (NVAFC)** held their 210th meeting at the home of Ron and Priscilla DeWitt. On Nov. 9, 2007 in North Wales, PA. Those attending enjoyed operation on the host's layout with a Sante Fe warbonnet set, 336 Challenger train, and a 332 freight train set operating. Mike Ramsey coordinates the club activities, and ably writes the club newsletter, which is distributed via e-mail. The club set up and operated a layout at the train show on Dec. 9, 2007 at Bryner Chevrolet, Jenkintown, PA. (formerly the Chalafont Boro show). The club members Joe Fisher and Jerry Hillier agreed to coordinate the planning of a club run show at a location that is yet to be decided. Paul Fenn agreed to search for a suitable place for the show. Paul and Rosanne Fenn held the club Christmas party at their home in Richboro, PA. on December 14, 2007. Members attending the party were treated to a bottle of home made wine as made by the hosts. Several club members attended a get together on Dec. 27, their annual trip to the Lancaster, PA. area where Bob Board's layout was visited, and other train events were taken in. The ladies that came on the trip had some time for shopping. Club member Jim and Susan Duffy hosted the club for their meeting on January 11, 2008. Jerry Hillier is scheduled to hold the February meeting at his home.

The **Pittsburgh S Gaugers (PSG)** held a Coffee and Trains get together at Kings Restaurant, in Harmerville, PA. on Nov. 13. Another meeting of this type

was held on Jan. 7, 2008. These meetings are well attended and are separate from the regular meetings of the club, held in member's homes. Club member Rich Cougherty was scheduled to host the club in Penn Hills, PA. for their meeting on January 26, 2008. Club meetings will not be held on Sunday for the next several months so as not to conflict with the Pittsburgh Steelers football games. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. Plans for the club's children's portable layout was discussed at recent club meetings. The layout would be hi-rail only, close to the floor, and with continuous run of the trains on it. Roger Schneider is coordinating the construction of the layout. The club met on Nov. 17 at the home of Paul Kovacik, in Ford City, PA.

No regular club meeting was held for the month of December. At recent club meeting it was discussed whether there should be a formal presentation at the regular meetings, and the members present decided to not have any formal presentation, but such could be used if the show and tell and discussion topics became exhausted. The club's modular layout has been moved to Dave Felmley's basement where it can be worked upon. The layout consists of two standard-design modules which form a switching layout which can operate scale standard and Sn3, hirail, and AF trains. A third module is planned and under construction. The club introduced their new hi-rail layout at the Greenberg Train Show held in November. Two trains can be run at the same time on the layout which includes AF operating accessories. The layout attracted a lot of attention at the show and the club gained four new members. The club set up and operated a layout at the Greenberg Train Show held on January 19/20, 2008.

The **Susquehanna S-Gaugers (SSG)** discussed the creation of a handout to be used at train shows and mall events describing the club and S gauge at one of their recent meetings.. Dave VanGilder records the club meeting minutes and Jim Ingram was the founding "father" to the club. Tom and Donna Vaughn hosted the club for their October meeting in Howard, PA., on Oct. 14. The host layout uses DCC to control several locomotives at the same time. Operations on the host layout

involve moving "freight" from the yard to specific businesses on the layout. Tom likes to operate his layout as if it were a real train system, moving freight to the various businesses on the layout. Thirteen members attended the meeting, including two recent ones, and a guest. A future junior member also attended, Andy Benfer, son of Mark Benfer. Members present discussed attending a display of a permanent layout in Shamokin, PA. with another club sometime in January, 2008.

The Baltimore Area AF Club (BAAFC) sponsored the 2007 NASG convention held in Baltimore, MD. on July 10-14, 2007. Dave Blum and Monte Heppe led the convention committee. The club met at the home of Ken Carter on Saturday, Jan. 5, 2008 in Union Bridge, MD. The club celebrated its 15th anniversary in 2007, being first formed in 1992. The club set up and operated a layout at the Great Scale & All American Hi-Rail Train Show held at the Cow Palace, Timonium, MD. fairgrounds on October 13 & 14. The club is scheduled to set up at the same location on Feb. 2/3, 2008. Ron Kolb ably edits the club newsletter, and coordinates the club activities. The club set up and operated their layout at the Westminster Train Show, on Nov. 18, in Timonium, MD. and at a train show in York, PA. on Nov. 25. For the fourth year in a row the BAAFC has been invited to set up and operate a display layout at the B & O RR Museum, Baltimore, MD. This year the club displayed their layout from Thursday, Nov. 29, until Sunday, Dec. 2, 2007. The layout was in the roundhouse, in a location similar to that which was made available last year. Monte Heppe was at the Museum on Wednesday coordinating set up of the layout. The club set up and operated a layout at the Johns Hopkins Childrens Hospital on Dec. 8, 2007. This public service event, done on several occasions, is appreciated by those patients in the hospital, their parents, and the hospital staff. Club member George Glover coordinated a module layout repair session held at his home on October. 27. The club met at the home of David Avedesian in Rockville, MD. on Nov. 15 for their monthly meeting. Paul & Russ Love were scheduled to host the club for their February meeting. The meeting will be held at the Marley Station Mall, Glen Burnie, MD. A recent

newsletter issue of the club included an article on the construction of an ICBM rocket load on double AF flat cars. The rocket used was an Estes, and the author of the article was David Avedesian.

The Atlantic Coast S Gaugers (Carolinas Div.) set up and operated a layout at the Best Friends of Charleston Show on Nov. 17/18, 2007. Club member Joe Haenn coordinates the club activities, and reported on the display. The layout was 14 x 22 ft., featuring Bob Roof's house on fire (with real water a fireman's snorkel) Rhett & Joanna George coordinated the layout set up. The layout included 18 operating buttons for visitors to operate various accessories on the layout.

At least seven members helped with the layout set up and operations, including Joanna and Rhett George, Joe Haenn, Tom Kennedy, Jim Ranck, Bob Roof, and Marvin Thiel. A layout was also set up at the King's Mountain Christmas Show to be running from Thanksgiving Day until Jan. 6, 2008. The show is located in King's Mountain, N.C. and club members Calvin Azarowicz, Gene Sankowski, Bill Ware, and Ted Zanders helped with the set up.

The Chicago Flyer is the official newsletter of the **Chicagoland Assoc. of S Gaugers, Inc. (CASG)** that meet on Friday evenings at the St. Paul Lutheran School, Melrose Park, IL. on a monthly basis. Will Holt is president of the club; Joel Lebovitz, V.P.; Joe Taylor, Secretary; Bruce Lorence, treasurer; Joe Craig, Officer-at-large; and Bob Brown, Joel, and Phil Kosin serve as Trustees. The officers were elected at the December, 2007 meeting of the club. Alan Zielinski chose not to seek re-election as trustee for another term, and his service in the past was acknowledged by the members of the club. Joe Taylor has agreed to take over the task of printing and mailing of the newsletter. Will Holt e-mails the issues that are sent out via the internet. At the most recent meeting of the club, a show and tell session was held where members attending could display and explain about an unusual train, model project, or other item of that might be of interest to the club members. The club is planning on setting up and operating an S gauge layout at the upcoming NMRA shows, the High Wheeler 08 sponsored by the Fox Valley Division on March 8/9, 2008, and

the All American RR Show, scheduled for March 29, 2008 at the Field House of Lyons Twsp. High School sponsored by the DuPage Division of the NMRA. In addition, the club has scheduled work sessions to be held in Hoffman Estates, IL. on Jan. 19, Feb. 9, and Feb. 23, 2008. The CASG was founded in 1970, and incorporated in 2008.

The Miami Valley S Gaugers (MVSG) met at the home of the Hartrum's on January 26. The meeting was a carry-in dinner with the club paying for the main meal and soft drinks. Spouses and significant others were welcome, but the host wanted to have those attending to contact him before the meeting to coordinate what food those attending could bring. **The club is planning for the 2008 Spring Spree to be hosted by the MVSG on May 2/3, 2008 at the Crossroads Expo Center, Poe Avenue, Dayton, OH.** Plans for a Spree car are underway, and it will be made by S Helper Service. Denny White is the event chairman, and Bob Guckian is handling registration as the club secretary. Denny White is in charge of locating the host hotel for the Spring Spree. Recent elections resulted in the following officers of the club: John Clifford, Pres.; Dennis White, Treasurer; Tony Garza, Corres. Sectry.; and Rick Smith, Board Member. Anthony Garza gave a calendar on train related events at a recent meeting of the club. The club set up at the Eaton, OH. Christmas Show on Dec. 8. The show will ran from Dec. 8 through Dec. 23, 2007. After setting up, the club members ate at Frisch's restaurant and had an informal meeting there. Mike Mitter is coordinating the clinics to be given at the Spring Spree, with several lined up so far. The club recently welcomed two new members, Robert Bernard of Beavercreek, IL., and Larry Hutchinson from Fort Thomas, KY.

The Central Ohio S Gaugers (COSG) met at the home of Pat & Cara Nightengal, Marengo, OH. on Nov. 18. The host is in the process of designing and constructing an S layout, and is open to ideas for bench work & layout configuration. David Stilp is president of the club, and coordinated a trip to the Fall S Fest, held this year on Nov. 2-4, in St. Louis, MO. Alan Evans ably edits the club newsletters, distributed via e-mail.

John Myers, is V.P.; Tom Brinker, Treasurer; and Larry Robinson and Don Divney are Trustees. John Myers is coordinated the bringing and set up of the club layout at three train shows in December. The Marion Train Show, Buckeye Train Show, and the TTOS Train Show had the layout of the **COGS**. A sample of the Roller Freight tank car to be the Spring S Spree car was shown in the latest newsletter of the club. The car is being supplied by Des Plaines Hobbies, and has a yellow body with a white panel on which the lettering is printed.

The Stateline S Gaugers (SLSG) has a newsletter ably edited by Vera Flood, and issues provide interesting facts about railroads and the club activities. **SLSG** club officers include: Dave Wilma, President; George Sorensen, V.P.; Vera Flood, Secretary; Dave Pippett, Treasurer; and Dick Bird, John Larson, and Mac McGrath, Board of Trustees members. The club is planning for the 2009 S-Fest which they are scheduled to host. A committee was formed which would have the responsibility of the event and have the club president Dave Wilma as an ex-officio member. Doug Allen has agreed to be chairman of the event, and was included in the seven members who will form the committee to plan and organize the event. Jim Larson hosted the club for their January meeting, in Roscoe, IL. Vera & Roger Flood are scheduled to host the club for the February meeting. Members Terry and Carol Dyer along with George Sorenson made arrangements for the club Christmas party which over thirty members attended. The party was held at Binanti's Restaurant, Caledonia, IL on Dec. 15, 2007. The club set up and operated a layout at the Belvidere Train Show, held on Dec. 7/8, 2007. The club is planning a picnic for August 17, 2008. Location and details to be arranged.

The Southeastern Michigan S Gaugers (SMSG) held their November meeting at the home of Bob Stelmach in Oxford, MI. The host is in the process of re-constructing his layout, and two trains were operational at the time of the meeting. Ken Garber is president of the club and Sig Fleischmann treasurer. The club has set up a standing committee headed by member Jerry Poniatowski called the AF Committee

that will be staffed by several club member volunteers to provide support on AF trains to the club members and any outside requests for information. The club has 46 members as reported at a meeting last year. Club member Gordy Michael is the rolling stock coordinator for the club and he keeps track of the equipment that is operated at the various show displays that the club makes. Terry Dwyer and several members of the club set up and operated a layout at the Lansing Model RR Club's Train Show held on Nov. 18, 2007. Chuck Riker, Dale Baker, and Dave Wehrwein were the club members that helped Dennis with the display. The event was not an official **SMSG** function, although several club corner modules, curtains, and clamps were requested for use at the display.

The club held their December 9, 2007 meeting at the Century 21 Real Estate office space that they lease to store and work on their layout. President Ken Garber could not attend the meeting because of the unexpected death of his brother-in-law, and the club expressed sympathy to Ken and Lea Garber. Tom Hess hosted the club for their meeting in January 27, 2008 in Northville, MI. Tom Hess presented a program for the enhancement of the club layout at the December meeting wherein the layout would be divided into sections with various club members assigned to work on and be responsible for their section. Tom recommended that the club continue to rent the space through the end of March, 2008, where they can work on the layout without taking it down between work sessions. Each of the four layout sections that were formed would have a team leader and members of the club could sign up on one team or another. The team leaders were Tom Hess, Bill Bartlam, Jerry Poniatowski, and Sig Fleischmann. The club was planning to set up and operate their layout at the Ann Arbor Club Train Show, on Feb. 16/17, 2008, at the Saline High School. Earl Carlsen is scheduled to hold the February meeting of the club at his home, in Oxford, MI. on the date of Feb. 24. A guest speaker was scheduled for the meeting.

The Northern Ohio S Scalpers (NOSS) held their November meeting at the home of Joe Jansky, in Bedford, OH. on the 25th of the month. Jack Sudimack

coordinates the club activity, and John Henning ably edits and distributes the club newsletter issues. The activity of the day was viewing slides and digital photos brought by the members to the meeting. Several members of the club attended the fourth annual all S scale train meet, sponsored by the Hoosier S Gaugers, in Indianapolis, IN. NASG President Sam McCoy attended and the event included a dinner on Friday evening with layout tours on Saturday. Some of the layouts were set up at the location of the event, including Doug Evans portable layout, and the NASG switching layout as brought by Alan Evans of Columbus, OH. Several vendors at the event included River Raisin Models (Dan Navarre), Michigan Models (Tom Hawley), and Des Plaines Hobbies (Ron Sebastian). John and Debbie Lanzer, of the **NOSS** both won door prizes. Those attending came from Ohio, Michigan, Illinois, and other surrounding states. The **NOSS** annual holiday party was held on Saturday, Jan. 5, 2008 at the home of George and Steffi Ricketts, in Westlake, OH. Main entrée and drinks were provided by the club, and members attending were invited to bring their favorite dish. The holiday gift exchange game was played as it is popular with those attending. The club welcomed a new member, Chris Borgmeyer, from Westfield Center, OH. The January club meeting will be at the home of John and Pat's house on Jan. 27, 2008. John Henning ably edits and distributes the club newsletter.

The Badgerland S Gaugers (BSG) held elections at the end of last year, and Steve Lunde is the new president of the club. The swap meets are held at the Knights of Columbus Hall, Greenfield, WI.. The remaining meets for the year will be on Jan. 27, February 24, and March 30, 2008. The December, 2007 meeting was held at the home of Kim and Jeff Young, in Menomonee Falls, WI. Eighteen members attended. Club member Ron Schlicht hosted the club for their January meeting at the Greenfield News & Hobby Store, Greenfield, WI. The store is generous with support for the club train shows by giving door prizes, etc. Brad Nelson is scheduled to host the members at his home for the February meeting. The club planned to set up and operate a layout at the Mad-City Train Show, held on Feb. 16/17, in Madison,

WI. at the Alliant Energy Center. The BSG is working on plans for the Fall S Fest, to be sponsored by the club in the Fall, 2008. New officers elected recently include: Richard Wade, V.P.; Jeffrey Young, Treasurer; and Ron Schlicht, Sect'y./Editor of the club newsletter. Directors of the club include: Dick Kloes, Ray Puls, and Trumann Garrett.

The AF S Gaugers of the St. Louis Area (AFSGSLA) ran the Fall S Fest held at the St. Louis Marriott Hotel, on Nov. 2-4, 2007. Various events were included consisting of a swap meet, train races, clinics, and banquet. Moe Berk coordinates the club events and Gary Mueller ably edits the club newsletters. The club annually sets up and maintains a S scale layout at the display windows of the Macy's Store, in St. Louis, MO. The store was called the Famous Barr until Macy's bought it, several years ago. The club has been setting up the display for the past 19 years, and plan to renovate the layout before the next holiday season. Moe Berk is coordinating the layout upgrade, and is seeking club members to participate in the task. The current year display was taken down on Jan. 12, with Barry Dolan and Norm Pilarski storing the trains that were operated on the layout. Club member Barry Dolan is scheduled to host the February meeting at his new home in Ballwin, MO. The club will set up and operate a layout at the Dupo, IL. Train Show, on Feb. 9. Barry Dolan will coordinate the event attendance and layout set up. The club plans to set up and operate a layout at the March 15/16 Great Train Expo, Collinsville, IL. Set up will be on Saturday morning with the show to open at 10:00 A.M. The AFSGSLA met at the St. Louis Lionel RR Club on Dec. 7, 2007. The meeting was hosted by Gary Mueller, Larry Strassburger, and John Nosari.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) is celebrating their 40th anniversary this year and will have an S gauge tank car made by American Models. Bob Bowen is coordinating the design and ordering of the car. Pat Spino hosted the club members for their December meeting in Spokane, WA. Robert and Debbie Bowen hosted the club for their January, 2008 meeting, in St. Maries, ID. Jon Kettner ably edits the club newsletter, and

coordinates the club activities. The annual club banquet is scheduled for March 15 at Conley's Place, when the weather is becoming mild to make travel easier and maintain the attendance level. Club member Vic Cherven recently wrote an article that he sent to the S Gaugian Magazine. Jon Kettner reported at a recent club meeting of the details of the **IESGAPN** club layout, which included very complex spiral tracks, and pin connections between sections of the layout to align the track rails. Photos of these details were included in a recent club newsletter. Club member Frank Horwath was scheduled to hold the February meeting of the club at his home. Jess Bennett is scheduled to host the April meeting. Club member Doug Sassman sent a donation of four S gauge cars to Jon Kettner for the club's use at layout displays. The club planned to set up and operate their layout at the Spokane Community Clooeg Train Show, and are considering attending a swap meet in March, in Pullman, WA., if enough members show an interest in setting up and operating the layout.

The December meeting of the Southern Calif. S Gaugers (SCSG) was held at Marie Calender's restaurant, in Pasadena, CA. Friends and significant others were invited, and a good time was had by all attending. Following the meal, everyone went to the home of Robert Langton, in Pasadena, where there is a large (16 ft. x 36 ft.) S gauge hi-rail layout. Club members Don Hasty and Bob Knee met the members attending the layout exhibition. The layout is in an older home that has been restored and maintained as it was constructed, in 1911. Jeff Kruger is the coordinator of the club activities and hosted the club for their January, 2008 meeting in San Dimas, CA. Club member Jeff Nelson has access to a wood working shop where the parts for the club modules could be cut and assembled, but the work would have to be done on weekends. It was decided that a sample module would be constructed and brought to a club meeting where the members could decide to adopt it as their standard module or make suggestions for revisions to the module. Additional module sections will be made by those members so inclined, and a special meeting will be scheduled for module construction. Don Stratton is researching the cost

of electrical components for the modules. Fred Ruby volunteered to serve as treasurer of the club, and Gene Capron volunteered to serve as the club photographer. The club members are considering hosting a NASG convention, and various members are obtaining information on what would be required and where the facilities might be to accommodate such an event.

NEW CLUB - San Diego S Gaugers.

Seven San Diego area S gaugers met at the home of Peter Gagnon in the city of San Diego to explore formation of an ongoing club or association of S gaugers in the area. They discussed a number of issues of common interest, developed a top level list of potential goals and objectives for the group, kicked around some ideas for a group name, and reached consensus on holding additional meetings. An additional three persons indicated strong interest in a San Diego S group but were unable to attend Saturday's kickoff meeting. Attendees agreed to contact other S gaugers in the area who may be interested in joining the group. Following the meeting the attendees viewed Peter's ATSF themed hi-rail layout. Those interested can contact Peter Gagnon at 619-516-0439 or email: p.gagnon@sbcglobal.net

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.

S SPREE REMINDER: The MVSG invites all to come to the Spree to be held at the Crossroads EXPO Center in Dayton, Ohio on May 2-3. Don Heimburger will be speaking on "The Magic of A.C. Gilbert and His Toys" after the Friday night dinner. There will be a display "show off" table where entrants will get an extra door prize ticket. The host hotel is the Drury Inn across the road.

The Air Force Museum is a place you might go after 3 p.m. on Saturday. It's 15 minutes away and free. There is also a large outdoor layout nearby at Carillon Park that may be open depending on weather. To the South is the Cincinnati Union Terminal museum with an S scale layout - open until 5 p.m. or so. -- John Clifford

EXTRA BOARD

DEPT. OF CORRECTIONS

The caption on page 3 of the December *Dispatch* regarding the Nickel Plate boxcar on the cover is not correct. The NKP boxcar is the car offered by the Hoosier S Gaugers (fortunately a flyer was included). The 2008 S Spree car is shown on this month's cover – the CH&D boxcar.

S IN NON-S PUBLICATIONS

- Jan. 2008 *CTT*: Field Trip to Paradise by Raymond Crapo tells of a childhood visit to both the Lionel and Gilbert showrooms in New York City.

- Feb. 2008 *CTT*: Article by Roger Carp on Terry Didion's AF layout that was based on a Lionel "O" showroom layout.

- Feb. 2008 *RMC*: 4 page article by Tom Troughton on the Sn3 Symposium. Also, there is extensive commentary in the Editor's Notebook column by Brooks Stover on the BC&G DVD about his layout. Yes, the NASG is mentioned.

- March 2008 *CTT*: BSG member Brad Nelson has his S hi-rail layout featured.

SPRING S SPREE EXPANDS

The 3 host clubs of the S Spree each spring has officially voted to include the Southeast Michigan S Gaugers combined with the Northern Ohio branch of the COSG as a 4th host, thus matching the number of hosts used by the Fall S Fest. The following is the schedule for the upcoming Sprees: 2008 – Miami Valley Club (Dayton); 2009 – Cuyahoga Valley club (Cleveland area); 2010 – SMSG/Northern Ohio COSG (Detroit-Toledo area) and then back to the COSG) Columbus, Ohio area) for 2011.

CHOOSING DCC

Usually people want a simple answer for the type of DCC system to use and there just isn't a simple best answer. Both Digitrax and

NCE are good full feature systems that give you room to grow. It is best, if you haven't already, to operate a layout using each system. The most important questions are: 1. Do you like one vendor's throttles better than another for the functions you use? These are what you are using daily. 2. What do your local model railroad friends use, including those in other scales? Is one or the other more popular in the area you live? That can be an advantage if you need help. Of course, if you are a tech type who can read technical manuals and figure those things out for yourself, then this isn't a big issue. NCE has the reputation of being the easier to use of your two options, but I don't think that it is a real issue since Digitrax came out with the DT400 throttles - more buttons, so there are less multiple keystrokes. FYI, I've been a Digitrax user since the mid-'90s when I switched from the Dynatrol analog command control system. The choices weren't as good as they are now when I started with DCC.

- Dave Heine, Easton, PA.

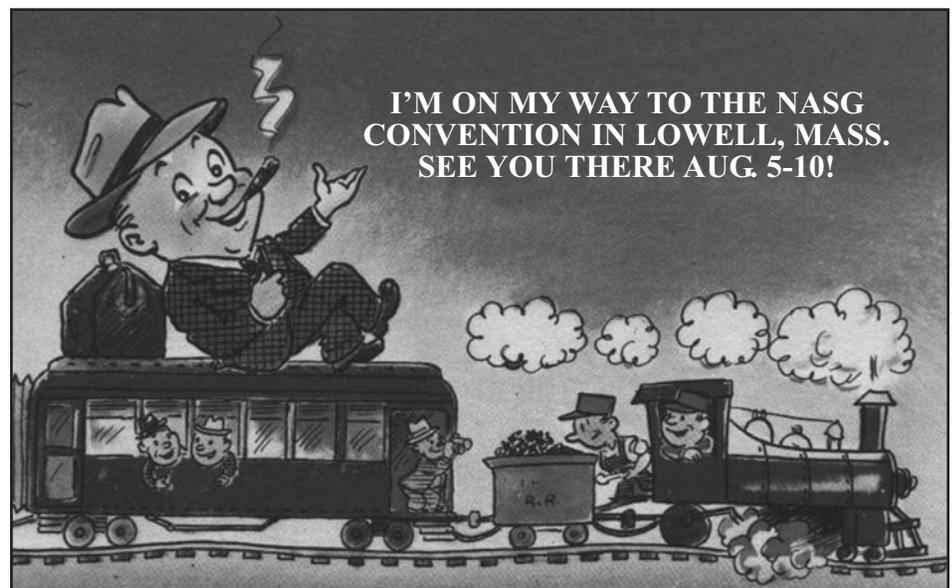
NCE IS FOR ME

I went NCE because of the prodding of one of my friends, Dan Kirlin. Before that I was a dyed in the wool PFM/PBL user. The steam Tsunami in the SHS 2-8-0 and the ability to run constant lights using coreless motors with

out ballast lamps were the nails in the coffin for the PFM system. Coreless motors are extremely efficient and draw very little milliamps of current. Unfortunately, they also give off very little back EMF voltage. I still maintain that the PFM/PBL units deliver better sound, but the flexibility is not there.

I have installed 3 Tsunami's and a couple of non-sound decoders. If you know how to install PFM, then DCC is a piece of cake. I also like the programmable steam exhaust of the Tsunami. You can get it close enough that you don't need a wiper or sound cam if the locos are not so equipped. The one thing I don't like about the Tsunami is that the exhaust tone is pretty constant. You can't add a doppler effect or change the exhaust tone, and you can't really play the whistle as on the PFM units. When someone comes out with a decoder and controller that can equal the PFM system in these areas, then DCC will finally be able to say that they lead in every way.

The Canadian S Scale Workshop modular group, of which I am a part, uses Digitrax. Fortunately, one of the members has 2 throttles, and he allows me to use one to run my locos. If I had to choose between platforms, I would still choose NCE. I like the 5 amp power and the control of the wire-



less ProCab-R and with the large display it is easy to read and easy to handle. Gotta love that wheel. It would be nice if NCE got in the sound game, but I understand that someone has obtained a patent covering sound in DCC (not SoundTraxx). I believe that the NMRA is fighting it.

- Andy Malette

DCC TO DC

My NCE Power Pro Manual states that the system will not run locos with DC, and that NCE thinks that it's a bad idea (to paraphrase). I have installed a DPDT switch on my layout so that I can toggle between my DC power pack and my DCC system. This allows me to run locos to test before installing a decoder, and to run my old stuff that may never be decoder equipped. I store locos on dead sidings to protect them from any damaging current.

- Roger Nulton

LENZ SET 100 DCC

I use a Lenz Set 100 on my layout with 2 extra Lenz boosters to create three power districts. I really like it. I'm using a combination of Lenz LH100 and Lenz LH90 throttles and wireless RF 1300 throttles

from CVP. I prefer the FR1300 wireless throttles for operating -- no wires and very easy to use.

- Michael Greene

LIONEL BIG BOY

OK I have found my K-Line catalogs that show both the O scale Big boy and the O-27-ish gauge Challenger. The Big Boy was in the 2002 first edition. The Challenger was in the 2004 first edition and is called 1:58 scale, runs on O-31 track and was 26" long from the front of the engine to the rear of the tender.

- Roy Inman

REGARDING THE LIONEL SWING BRIDGE

The bridge is the K-Line one from about 8 years ago. I don't know if the motor is powerful enough for steam, but very likely would work for diesel.

- John Marganski

This was on the internet and Earl Henry responded, "I'm a little confused. The bridge would not be swung with a train on it.

A little humor here - intended or not, but maybe John was thinking of converting it to a turntable?? - ed.



John W. Pratt of Utah poses behind his S scale module at an NMRA show in Salt Lake City (Wasatch Rails) where he received several awards for this modeling. John has retired from the USAF and is actively modeling in S Scale. See a photo of one of John's scratchbuilt cars on page 31.

S-CALENDAR

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

May 17, 2008: 9th Annual Flyer Fest West, Crowne Plaza Hotel, 32083 Alvarado-Niles Rd., Union City, CA. Contact Don Mattheis 510-887-7115; email Norcaltt@aol.com or Jake Jacobson 510-524-4232; email Nuts4afrns@aol.com.

June 21, 2008: Hoosier S Gaugers Summer Event, Columbus Area RR Club, Johnson County Park, Edinburgh, IN - Noon until 4 p.m., free. S scale layout will be setup, among others. Bob Morrison, 812-378-4275 - hobo47203@yahoo.com.

Aug. 5-10, 2008: NASG Annual Convention, Lowell, MA. The Mountaineer Limited will be celebrating the 60th anniversary of the Bristol S Gauge Railroaders. Doubletree Hotel, 978-452-1200. Info Doug Peck, doug@portlines.com. Visit website: www.nasg2008.com.

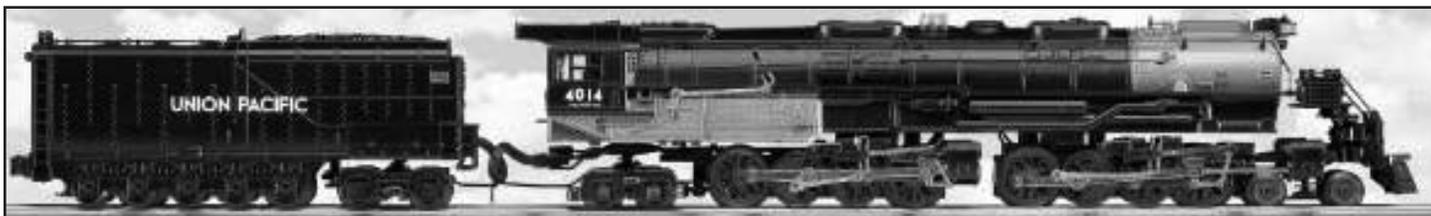
Nov. 8, 2008: 5th Annual All S Scale Meet, hosted by the Hoosier S Gaugers, Carmel Lions clubhouse, 141 E. Main St., Carmel, IN. 317-566-1748 or bmry1905@yahoo.com

Nov. 14-16, 2008: Fall S Fest, Milwaukee, WI, Wyndam Hotel - near airport and Amtrak stop. www.trainweb.org/bsg.

Bids open for NASG Annual Conventions -- 2009 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: leemax@jps.net.



WHAT S NEW?



LIONEL LLC (www.lionel.com) has just released its 2008 catalog Vol. 1. The huge surprise was the UP Big Boy shown above. It comes with TrainMaster CC and RailSounds 5.0. It has dual motors with momentum flywheels, traction tires and a fan-driven smoke unit. Other features include operating lights, opening cab roof hatch, engineer and fireman figures. It is mostly die-cast metal including the tender. It is approx. 25" long. - \$799.99. For the nit pickers, the engine itself should be about 14" long and about 3" in height. Width at the cab would be about 2". I believe this is the K-Line O-27 engine reincarnated, but I may be wrong. Regardless, it'll sure make a lot of folks happy. The operating swing bridge shown should also spark interest for those seeking something new. It's about 25-1/2" long - \$114.99. The 793 Union Station and accompanying 792 train shed are nice to see back in the fold. Footprint for the station is 16" long by 6-3/4" high by 11" width - \$89.99. The shed measures 16-1/4" long by 8-3/8" high by 8-3/8" wide - also \$89.99. Visit the website for the numerous American Flyer releases for 2008.



Jeff's Jct. cont. from page 5

course, we don't want to subjugate locomotives, trackwork, structures and scenery to animation. Action items won't cover up poor railroad modeling. We want to highlight sound in locomotives – after all the moving trains should be the principle animation on any layout. Non

rolling stock animation would be more subtle, especially on scale layouts, only enhancing the railroad atmosphere, not overpowering it.

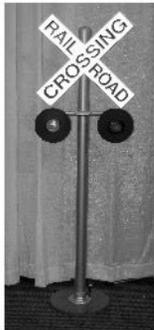
So, let's get S "ACTION ORIENTED"! Let's smoke 'em, light 'em, move 'em! Let's make some noise! Let's have some smells

(good ones)! We need an NASG "ACTION CONTEST!"

What do you think? Beyond that let's put some more animation on our own home or portable display layouts where we can generate interest, especially towards the general public and other scalers



Scratchbuilt UP boxcar by John Pratt of Utah. It's made of styrene with Ace trucks, Grandt Line queenposts, stirrups and brakewheel.



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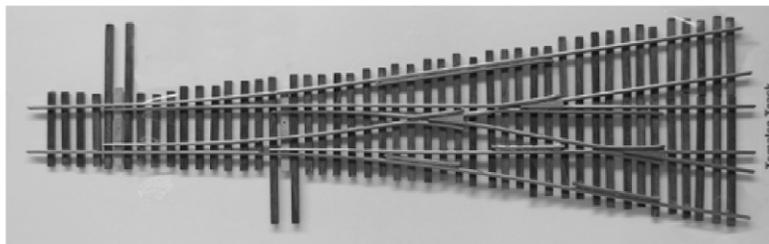
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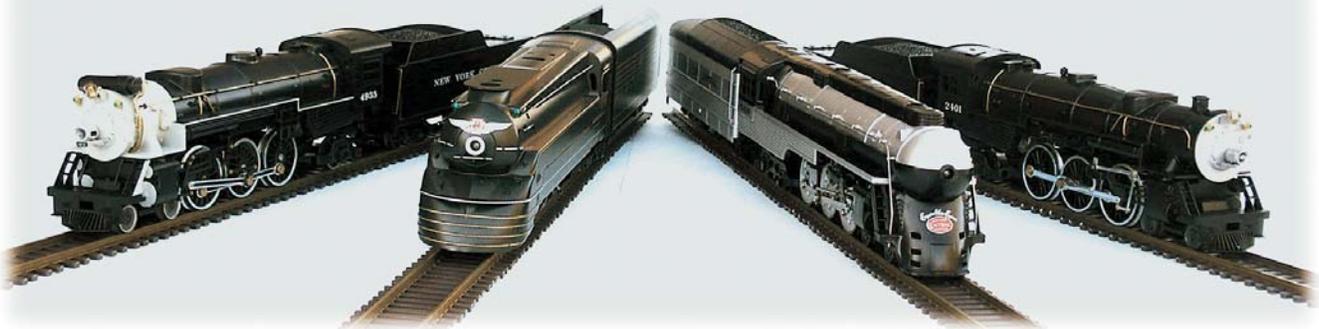


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