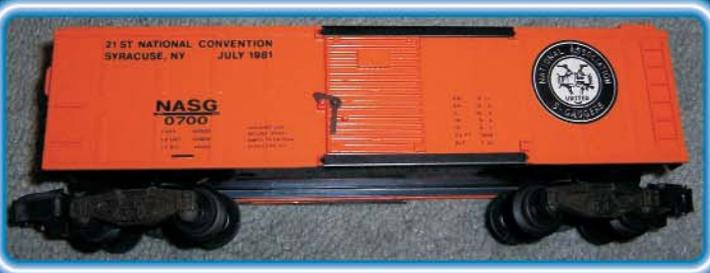




DISPATCH



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PRR F39 Piggyback Flat Car

In March 1955, 200 of these 75' TOFC cars were put into service on the PRR. Designed to carry two of the then-current standard 35' trailers, they were initially in PRR red with white lettering. Later, they became Trailer Train cars, and as of 1990, over 100 were still in service.

The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Car weight with trucks and couplers is 11.4 ounces. While it will handle a 34" radius curve, it will look better on larger. Couplers, trucks, trailers, and decals are not included. The car is designed to use the SHS 35' trailers.

#09203 S Scale PRR F39 Piggyback Flat Car \$89.95

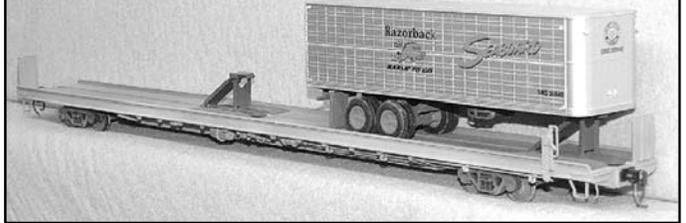
F89 Piggyback Flat Car

Introduced in the early 1960s, thousands of these 89' long cars were built during the 60s and many are still in service. They have seen duty hauling trailers, containers, autos, pipes, and just about anything that is long!

The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Due to its length, very wide curves are required. Couplers, trucks, trailers, and decals are not included. The car is designed to use the American Models' 40' trailers - SHS 35' trailer shown also fits well.

#09200 S Scale F89 Piggyback Flat Car \$99.95

Trailer not included.



PRR H21 Hopper

Starting in 1911, 70-ton H21a "quad" hoppers were introduced for coal service. The original hoppers were built with the "old style" double-door configuration. During the 1930s and 40s, all old-style double-door hoppers were replaced with the "saw tooth" hopper.

The unpainted S Scale kit consists of high-quality, no-odor urethane castings for the body and brass brake components. Easy assembly with ACC or epoxy. Less decals, trucks and couplers.

#09204 S Scale H21 Hopper \$ 79.95

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Designed to carry heavy and/or tall loads, the 40', 90-ton depressed-center flatcar is a unique car. It can be used in mainline freight service or as part of a work train with a piece of heavy equipment on top.

The kit consists of high-quality, no-odor urethane castings for the body, trucks, and brass brake components under both ends of the car. Less decals and couplers.

#09209 S Scale Depressed-Center Flatcar \$ 59.95

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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.

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
262-968-3729
nasgdispatch@hotmail.com

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

NASG Treasurer,
Michael Shea, 488 Stonewood Ave.,
Rochester, NY 14616 -3623
Phone: 585-865-4978
email: mikshea@frontiernet.net

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The **Dispatch** - ISSN 10457178 is published bimonthly by
 Studio G
 PO Box 745
 Jonestown, PA 17038-0745
Email: T.Chuck Garman at
 dispatch@tchuck.com

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

Postmaster: Send address change to
Michael Shea
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Rochester, NY 14616 -3623

COVER: Top photo is a scene by Alex Sibbald on his layout using the Pine Canyon Drive-In kit. Lighting and a hidden speaker playing '50s music add to the night-time atmosphere. The bottom photo shows the first (1981) AF NASG project car and latest one. **Photo by Doug Peck.**

ORDER BOARD

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

NASG Website Director Michael Greene: mgreene@cedarlane.com

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

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Who and where they are:

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Executive Vice President	Dick Karnes 4323 86th Ave. SE, Mercer Island, WA 98040 206-232-7281 karnesrn@earthlink.net	Treasurer	Mike Shea 488 Stonewood Ave., Rochester, NY 14616 585-865-4978 mikes@servtech.com	Western Vice President	Gerry Evans 3350 S. Justin, Flagstaff, AZ 86001 928-214-9054 bestofshow@flaglink.com
		Eastern Vice President	William Fuhrman 174 Lakes Rd., Bethlehem, CT 06751 203-266-7935 cbrf@snet.net		

COMMITTEE CHAIRMEN

Dispatch Editor	Jeff Madden 438 Bron Derw Ct., Wales, WI 53183 262-968-3729 nasgdispatch@hotmail.com	Lionel/NASG Car Project	Doug Peck 6 Storeybrooke Dr., Newburyport, MA 01950 978-465-8798 doug@portlines.com	Election Chairman	Jamie Bothwell 1422 W. North St., Bethlehem, PA 18018 610-868-7180 jamie.bothwell@verizon.net
Promotions	Roy Inman 8937 Country Hill Ct., Lenexa, KS 66215 913-541-1759 rinphoto@everstkc.net	NASG Special Projects Committee	Alan Evans P.O. Box 30345, Gahanna, OH 43230 614-471-7277 Fax: 614-471-3337 rockyfork@worldnet.att.net	Convention Committee Chairman	Lee Johnson 2472 Lariat Ln., Walnut Creek, CA 94596 925-943-1590 leemax@jps.net
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				NASG Webmaster	Michael Greene (Secretary) mgreene@cedarlane.com http://www.nasg.org

NASG NEWS

The elections results for the NASG BOT officers to be installed at the convention this summer are as follows:

- Executive Vice President - **Dave Blum**
- Secretary - **Michael Greene** (re-elected)
- Eastern Vice President - **Monte Heppe**
- Central Vice President - **Walt Jopke** (re-elected)
- Western Vice President - **Gerry Evans** (re-elected)

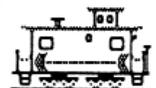
There were over 350 ballots cast.

- Jamie Bothwell, Elections Chairman



WANTED

Modern Freight
Cars to be scratchbuilt.
S Gauge manufacturers
don't make a variety yet.
Enter the NASG Contest!



RAIL MAIL

Prototype Modelers Meet: This year's Railroad Prototype Modelers meeting in Port Wentworth, GA (Savannah area) saw a BIG showing of S scale from no less than THREE attendees... Fred Tolhurst, Jim King and myself... and we turned a LOT of heads! Fred's highly detailed and weathered models surely brought many to an eye-popping halt as did Jim's

Southern Low-Side Gondola. And my models (all factory painted and basically unmodified) gave many a surprise when they were told that this is what you get when you open the box, without extra work. I personally heard many comments about how folks were amazed at how nice the S models are, and how if they were to change scales S would be the way they'd go... along with the typical references to how they thought American Flyer toys was all S had to offer. I, of course, didn't have one drop of Flyer equipment on my

Continued on page 30

Jeff's Junction



Campaigning for 1/64 die-cast vehicles:

Finding vehicles for our layouts drives us all nuts, especially if you are particular about scale dimensions. Thankfully, some die-cast car and truck models really are 1/64th scale such as Winross, Hartoy (now Tonkin), Ertl farm toys, Rail Master and some others. But besides these there is a great challenge in finding die-cast vehicles that you can guarantee are the scale to match our trains. Most of us search out the toy stores and discount stores for reasonably priced die-cast vehicles to populate our model highways, garages, fire stations and flat cars. We have discovered that certain imported die-cast vehicles are detailed better than others but the real size accuracy is often in question. Racing Champions (now in limbo), Johnny Lightning, Hot Wheels, Matchbox and Fresh Cherries seem to be the best of the lot as far as detail and variety. If you're like me I carry around a 3" S scale ruler section to at least get a basic measurement of the toy assortment models.

Since the scales of many of these toys vary greatly, and thus might not be compatible in model railroad scenes, I'm somewhat picky. But since many of these vehicles are only a little out of scale, I still purchase some and use selective placement on the layout. Why do manufacturers produce these so-called 1/64 cars in a variety of sizes is a mystery to me. They give the excuse of packaging size and play value, but I disagree with this philosophy. Just check out all the variety of vehicle packaging and you'll see what I mean.

I think manufacturers might consider sticking to actual scale proportions. Besides toy value in marketing, why not market to collectors of cars and trucks, model railroaders and diorama builders? In

my mind I would produce all die-cast vehicles per scale - all Nascar cars, family vehicles, trucks, farm vehicles and military vehicles would be to exact 1/64 scale. Oh, there could be less detailed versions available to kids with the more detailed models aimed at collectors and hobbyists. I see shelf collectors as wanting various styles and paint schemes of Corvettes, 1955 Chevies, fire trucks, busses, army tanks etc. I see model train hobbyists as collecting vehicles to match the era of their modeling. I see diorama hobbyists wanting to create mini-scenes - fire-fighting, racing, military. Model railroaders, of course, also create mini-scenes within their railroad empires. So, why not enlarge the market? Typically the manufacturers argue about the play-value to kids and tend to produce lots of flashy looking "things" often misproportioned on purpose.

Looking back at my own childhood - what were the first die-cast vehicles that I wanted as a seven or eight year-old? They were Dinky Toys imported from England that were roughly 1/48 scale with removeable rubber tires. These were military vehicles, everyday sedans, English sports cars and daily work trucks. I was fascinated by these because of their realism and detail. Dinky Toys did cheat on scale some too, but by and large they were 1/48 scale, especially the American vehicles. Once in S I discovered a few trucks they cheated on were closer to 1/64 scale - the Studebaker tanker truck for example. Some of the British trucks (being of smaller actual size) can actually pass for vintage American trucks in S.

And finally, this brings up my constant campaign for vintage 30s-60s die-cast vehicles made to accurate 1/64 proportions with accompanying accessories of the same scale. For example, Johnny Lightning produced a package with a 1/64 car but larger (maybe 1/50th) gas pumps. Nice idea, but why not the same scale? So come on you die-cast producers lets get some accurate cars, busses, firetrucks, police cars, cabs and utility trucks out there with figures, pumps, signs etc.

NEW PRODUCTS REPORT

By Jeff Madden

BTS

(www.btsrr.com) has a new transformer load kit to go along with their depressed center flat car. It's an Allis-Chalmers transformer made of high quality urethane castings, laser-cut wood parts for bracing, brass wire and signs. List is \$36.95. Also BTS received a small restock of loco kits: full and semi kits for the Sn3 EBT 2-8-2 #12, full kit for 0-6-0 #6, and full kits for the three Ma & Pa 2-8-0s. A price example is \$599.95 for the #41 Ma & Pa 2-8-0 full kit.

LIONEL LLC

(www.lionel.com) Christmas S gauge items are already announced by Lionel LLC. Shown on the opposite are the blue and green boxcar (\$54.99) and the red candy cane gondola car (\$54.99).

MOUNTAIN PRECISION PRODUCTS

(www.mpp-models.com) Coming this summer in S - B&O Winton Place wood-frame depot and adjacent buildings; Now available PRR station and outbuildings; Rabbit Hash General Store. There is a possibility of an ATSF sandhouse in S also. Check out the website.

NJ INTERNATIONAL

(www.njinternational.com - 480-219-4135) has an upper quadrant 3-position semaphore signal. It is brass, exact S scale, has two different blades and features opening relay cabinet door. List price is \$39.99. I understand that SHS will be offering these

RAILMASTER HOBBIES

(www.railmasterhobbies.com - 818-590-1729). This phone is for Jeff Smith (jeff@railmasterhobbies.com) who is a U.S. dealer for RailMaster. RailMaster has lots of cast locomotives kits, vehicles, detail parts and figures. Some of

the locomotive kits are Sn3 while others are standard gauge. In Sn3, for example, you can get a C-16 2-8-0 kit for \$499. In standard gauge you can purchase an Alco S-2 kit for \$135. A powered chassis for it is an additional \$165. Check out the website for the variety of loco offerings and detail items.

S HELPER SERVICE

(www.showcaseline.com) SHS has released 4 new roadnames of the 2 bay Pullman-Standard 2003 cu. ft. covered hoppers.

Our model features injection molded rugged ABS body and detail parts with steel music wire hand grabs. All cars have die cast

metal trucks and Celcon® bearings equipped with blackened metal AF compatible wheels and AF compatible operating couplers. In addition, each covered hopper comes with 4 code 110 NMRA RP-25 metal wheelsets and the mounting holes for the KD 802 couplers.

Covered hopper roadnames are: #01742 & #01743 Illinois Central Gulf (gray with black rail logo), #01744 & #01745 Southern Pacific (gray with large black billboard SP lettering), #01746 & #01747 Lancaster & Chester (blue/gray body with white lettering and logo) and #01750 Kerr-



BTS has a mostly urethane transformer kit to go with their depressed center flat car. It's \$36.95. They also have a restock of some of the all-metal steam locomotive kits such as the Ma & Pa 2-8-0. The full kit sells for \$599.95.

McGee (gray with black lettering and red/white and black Kerr McGee logo).

The MSRP for our Ready-to-Run 2 bay PS2 covered hopper is \$42.95. These cars are available through the SHS Hobby Shop network or call direct at 1-732-441-0555 for a listing of Hobby Shops that carry SHS products.

SMOKY MOUNTAIN MODEL WORKS

(www.smokymountainmodelworks.com) is now taking reservations for the Central of Georgia ventilated boxcar kit. Deposit required is 50% of the kit price (\$70 with t&c or \$64 without). A \$6 S&H fee will be invoiced upon shipping.

TURNER MODEL WORKS

(www.turnermodelworks.com - 423-462-2228). The newest catalog for the FinestKind line of craftsman laser kits was at the Spring S Spree this year. The COSG club actually monitored sales of some sample kits and handed out catalogs for Turner who was not able to be there in person. Several other smaller manufacturers did the same. This made a lot more product available to the attendees. Clubs -- this is a good idea to promote. Anyway, The FinestKind laser kits include many aimed at the western narrow gauge market. Yet many have universal appeal such as a 1920s gas station for \$54.99 and a mining supply building for \$59.99. There are also many die-cast white metal castings available for such details as welding cart, garbage cans, 55-gallon drums, old-time gas pump, water tank spout, milk can, etc.

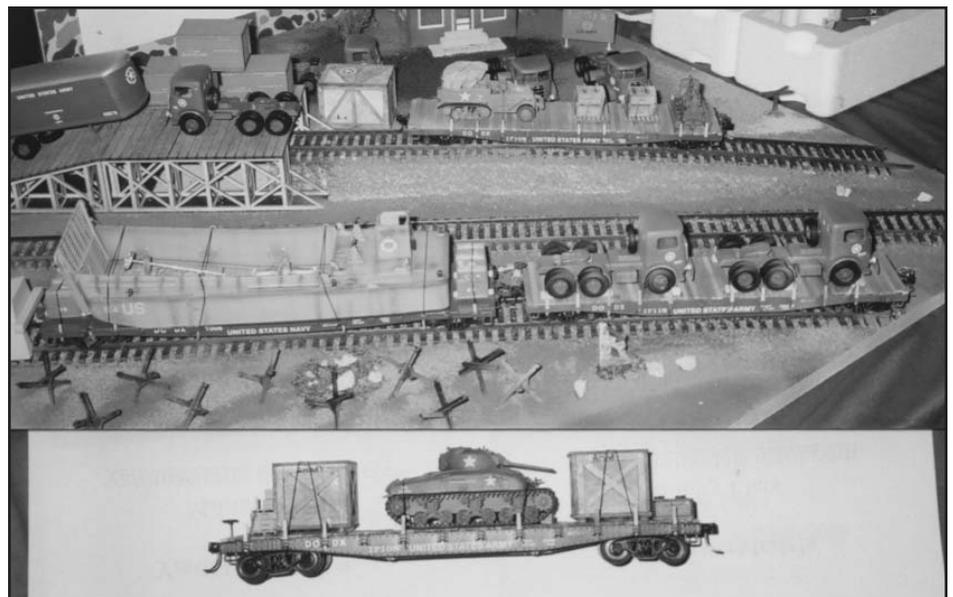
YARDMASTER MODELS

(yardmastermodels@aol.com) seen at the recent S Spree offers military loads such as planes, tanks, etc., on flat cars. You'll have to email the owner as the website is not active. See photo below.

WHAT S NEW?



Above are two Lionel LLC AF Christmas cars for 2007. Obviously one is a boxcar (blue and green) and the other is a candy cane gondola. You can guess the colors.



Seen at the Spree was a dealer called YardMaster Models. On display and for sale were several military flat cars with military loads.

N.A.S.G. 2007

Get Your "S" To Charm City!

The Baltimore Area American Flyer Club is your host club for this years NASG National Convention. The Club would like to share with you some of our activities and give you some more details on the 2007 Convention.

THE EARLY YEARS

The BAAFC had a simple beginning in September 1992, when three people attended the first club meeting. At that time, there was not an American Flyer S Gauge club in the Baltimore area. The first modular layout operation was at a TTOS Annapolis meeting in December 1992. When you look at photographs of the first layout, the mystery to this day is: How did Ron Kolb get inside the layout?

Over the next few years, membership grew slowly but steadily. BAAFC had 27 members at the beginning of the fourth year, 85 members at the beginning of the seventh year, and has a current membership of about 150.

Since its founding, the Club has followed a simple organization mission: "It's just for the fun of it." The Club also follows four basic "non-rules": (1) no dues; (2) no officers, officials or official staff; (3) no constitution or by-laws; and (4) operate on consensus of majority rules but the minority has to be able to go along with it or we just don't do it.

CLUB ACTIVITIES

The clubs regular activities consist of monthly club meetings, an annual Winter Solstice dinner with family, and operating our layout at about ten commercial shows and ten community, school, and organization events. Over the years the locations have been many: Annapolis, Brunswick, Glen Burnie, Frederick, Middletown, Charlotte Hall, Westminster, Sykesville, Union Bridge, Timonium, Upper Marlboro, and Landover in Maryland; Chantilly in Virginia; York in Pennsylvania, Hartley in Delaware and New Haven Connecticut. Since 1997, the Club has set up an annual layout at Johns Hopkins Hospital in Baltimore and Childrens Hospital in Washington, DC. During the summer of 2006, the Club operated for a second time in the year at Johns Hopkins and made this a permanent addition to our operations.

Since 2004, the Club has operated at the Frederick Oktoberfest to support Community Living efforts to provide support services to individuals with developmental disabilities. In October 2006, BAAFC set up our operating layout at the TCA Eastern Division York

Meet. This was a very special opportunity for the least-known model railroad gauge to display its operations at one of the largest attended TCA events. For the past three years, BAAFC has operated its layout at the Washington Metro Rodeo Days Annual Family Picnic. Our relationship with Metro helped in arranging the Conventions Wednesday Metro Shop Tour.

Since Christmas 2004, one of the BAAFC highest honors has been participation in the Annual Festival of Trains at the B&O Railroad Museum. This annual event lasts from Thanksgiving through Christmas and New Years and provides for several different model railroad clubs to set up an operating layout for a weekend or longer. The event is especially meaningful because of where the layouts are located in the historic Roundhouse.

CONVENTION CARS

The Story Behind the Cars -

Railroad/Fruit Growers Express Reefer:

Thanks to the Baltimore and Ohio Historical Society, a photograph of a Fruit Growers Express (FGEX) Co. reefer unloading ice cream at the Camden Freight Yard at Baltimore, MD in the late 1940s was located and loaned to the BAAFC to use as a prototype for the 2007 NASG reefer convention car.

The reefer convention car is based on a wooden sided, steel roof reefer with ice hatches, used in the 1940s by FGEX Co., Washington, DC. FGEX was organized in 1920 as an independent private car line operating company, spreading the burden of investment among several major railroads. By the end of 1920, participating railroads included the Southern; Atlantic Coast Line; Baltimore and Ohio; Pennsylvania; New York, New Haven and Hartford; Norfolk and Western; and Chicago and Eastern Illinois.

The FGEX car is available in two numbers F.G.E.X. 2007 and F.G.E.X. 1934 to recognize the year of the convention and the first year that National Bohemian beer was marketed after the repeal of Prohibition.

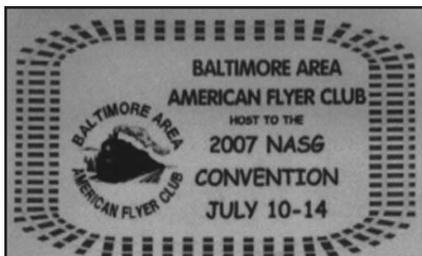
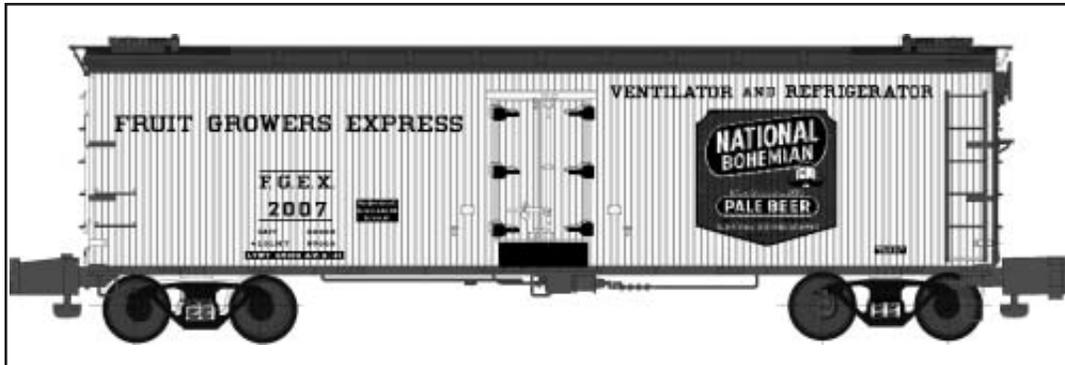
Maryland Midland Railway and the PS-2 Covered Hopper:

Maryland Midland Railway (MMID) is a short line railroad operating in central Maryland with its company headquarters located in Union Bridge, Maryland. The MMID motto is "We Mean Business." Incorporated in 1978, MMID started operations in May, 1980 on 17 miles of track leased from the State of Maryland between Walkersville and Taneytown. On October 1, 1983, MMID purchased 37 miles of track from CSXT on the Westminster and Highfield line. Between July 1987 and July 1988, 8 miles of track washed out by hurricanes Agnes and Eloise in the early 1970s was restored and placed into service

on the Westminster - Finksburg line on track leased from the State of Maryland. In August 1988 5 miles of track was purchased from CSXT and placed into service on the Finksburg and Glyndon line. Between September 1999 and December 2001, Lehigh Portland Cement Company, MMID's largest customer, doubled their Union Bridge plant production. At the end of April, 2005, MMID owned 70 miles of track with 63 miles in service. The company owned 10 large locomotives - seven GP-38-3s and three GP-9s. The company freight car fleet consisted of 424 cars that were

either owned or leased. Reported annual gross revenues totaled \$8.1 million generated by nearly 16,000 carloads of business. Tuesdays early bird tour includes the MMID shops.

The car numbers chosen are actual cars operated by the Maryland Midland Railway and photographed in the Westminster, MD area by BAAFC member Andy Atwater. Permission to produce the MMID hoppers was granted by the Maryland Midland Railway.



REMINDER OF NON-LAYOUT TOURS:

RAIL TOURS:

Maryland Midland Shops and Western Maryland Historical Society at Union Bridge, MD: This is a day tour if your in on Tuesday. It's limited to 30, but their may be a cancelation if it's full. The shop tour is a first. In additon you visit the WM Historical Society where there are exhibits and an N scale layout.

Washington Metro Area Transit Shops: Visit the New Carrollton Shops of this modern subway system. This is a Wednesday a.m. tour.

B&O Museum, Baltimore Trolley Museum and Ellicott City Museum: This is an all-day Thursday tour of three major rail museums in the Baltimore area. The B&O Museum has tons of historic displays. The streetcar museum includes rides and displays. The

Ellicott City Railroad Museum includes a tour of the historic depot and a large HO layout.

Chesapeake & Allegheny Steam Preservation Society: Friday a.m. tour of this live steam layout. These are 1/8th scale live steam operated in Leakin Park in Baltimore. There are 3 miles of track on 10 acres.

NON-RAIL TOURS:

Havre de Grace, Maryland: On Wednesday a.m. go to Havre de Grace for a walking tour of the historic seaport, have lunch at MacGregor's and shop Prime Outlet stores.

Sykesville Tour: On saturday tour historic Sykesville, Maryland, luncheon included.

A Review:

SMOKY MOUNTAIN MODEL WORKS SOUTHERN RY 11-RIB LOW-SIDE GONDOLA

By Gerry Evans

This low side gon kit is produced by Smoky Mountain Model Works, Inc., 35 Springwood Dr., Asheville, NC 28805, 828-777-5619, jimking3@charter.net, www.smokymountainmodelworks.com. The MSRP for the kit is \$60 w/T&C and \$54 less T&C. I bought my kit(s) from an S scale dealer, w/T&C, for \$55 per kit.

As you can determine from the pictures, this kit makes up into a delightful, detail-emphatic model. SMMW has positioned their kit as an, "...entry-level craftsman kit." I believe I'd assess the degree of difficulty a few notches above SMMW's description.

Per SMMW's research, the prototype for the model was constructed exclusively for the Southern Ry. As witnessed in the photos, I made mine up for the ATSF. I used some Microscale decals for the ATSF and the kit-supplied decals for the details. I figured, sometime along the way, the Santa Fe might possibly have "acquired" a few of these cars as tag-alongs behind doodle-bugs. Purists, please forgive my blasphemy.

The main and under body urethane castings are gorgeous with tons of cast-in detail. A brass plate, which is inserted between the main casting and under body casting, provides ample weight. The castings required only minor flash "dressing" before I began construction.

The kit includes more than ample florist's wire for the main air line and .0125" PB wire for secondary air lines, brake rods, and lever brackets. A few sprues and urethane castings provide all the ancillary parts. In some instances, SMMW has anticipated problems by including duplicate parts. You

will have some unused parts left over.

Per the instructions, I had to reduce the length and width of the underbody in order for it to drop into the main casting. For the length, this is a bit tricky as the cross members and bolsters hang out over the casting's edges. I used a twelve-inch aluminum sanding block with 80 grit adhesive-backed paper and was careful not to "get into" the overhanging parts. The ends, where I used a low-speed rotary sander, were easier.

The body, as might be expected, has cast-on detail for an A and a B end. As long as the builder exactly follows the instructions (Fig.2) for lining up the brake reservoir outer support with the cast-on, riveted brace on the body, the ends will agree with the brake arrangement.

Per the instructions, the brake levers require six clevises. These are simulated by altering some HO turnbuckles. But, try as I could, I only located five, not six. Later, when I attached the brake chain, I finally noticed in Fig.13 that the sixth clevis is attached to the end of the brake rod coming from the brake cylinder.

As part of the brake assembly, three lever brackets have to be hand-formed. While not in the instructions, two are 22 inches-long while the third is 18 inches-long. With the exact measurements, these are easily and precisely bent over some basswood strip stock.

For the brake platform, I reversed the order of assembly. First, you'll find that the brake platform does not sit flush with the car's end. I lightly sanded the inner rear edge

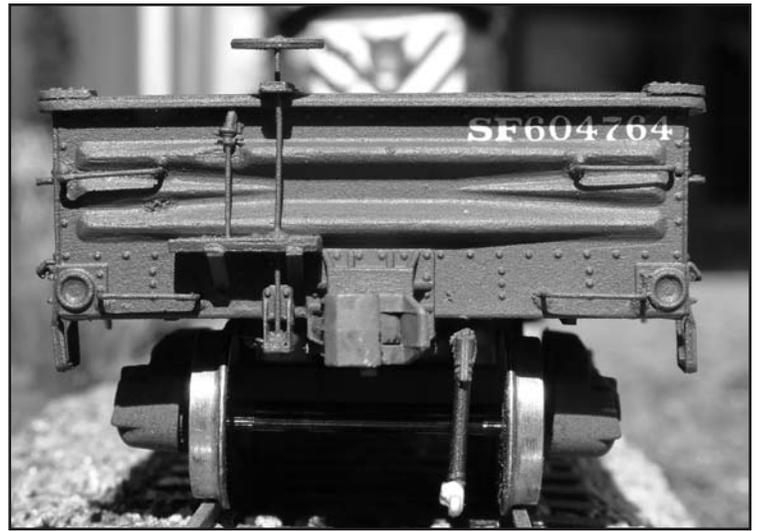
for a flush fit. I CA'd the platform to the end piece and only then did I fabricate the platform's braces from the .010" x .045" styrene strip that is included. The braces are trimmed, once in-place, to fit. They should, prior to being installed and CA'd, be cut to 3/8".

The instructions call for a #77 bit for the two holes that must be drilled for the brake shaft. I found an #80 was a better fit and minimized any slop when I trued-up the shaft to perpendicular prior to gluing. I used the same bit for the retainer valve line. Truing the shaft to perpendicular is easier than it first appears.

With the platform and braces in-place, and with a shaft hole drilled in the platform, insert the 1.5" PB wire through the hole, and place the car on, for example, a vinyl flooring tile. Then, square up the car with two 90-degree squares along each of the long sides. While I used steel machinist's squares, I would imagine two pieces of truly square wood might suffice. Once the car was at 90-degrees with the flooring tile, I used a tiny machinist's square to move the shaft into perpendicular. As you can rotate the flooring tile on your work surface, a visual approximation would probably be just as good. Once the shaft is square, apply some CA to the point where the shaft intersects the platform. If you are truly perpendicular, the upper brace will line up perfectly on the end lip.

Once I had the shaft perpendicular in both directions and CA'd in-place, I began to install the lower yoke. Though all else appeared to be installed as-designed, if the yoke were CA'd to the car end, it would lie short of supporting the brake shaft. I fabricated a .04" spacer from some scrap styrene, CA'd that to the rear of the yoke, and then CA'd that assembly to the car end. This resolved the spacing, and the shaft was seated correctly in the yoke. I cannot account for the difference.

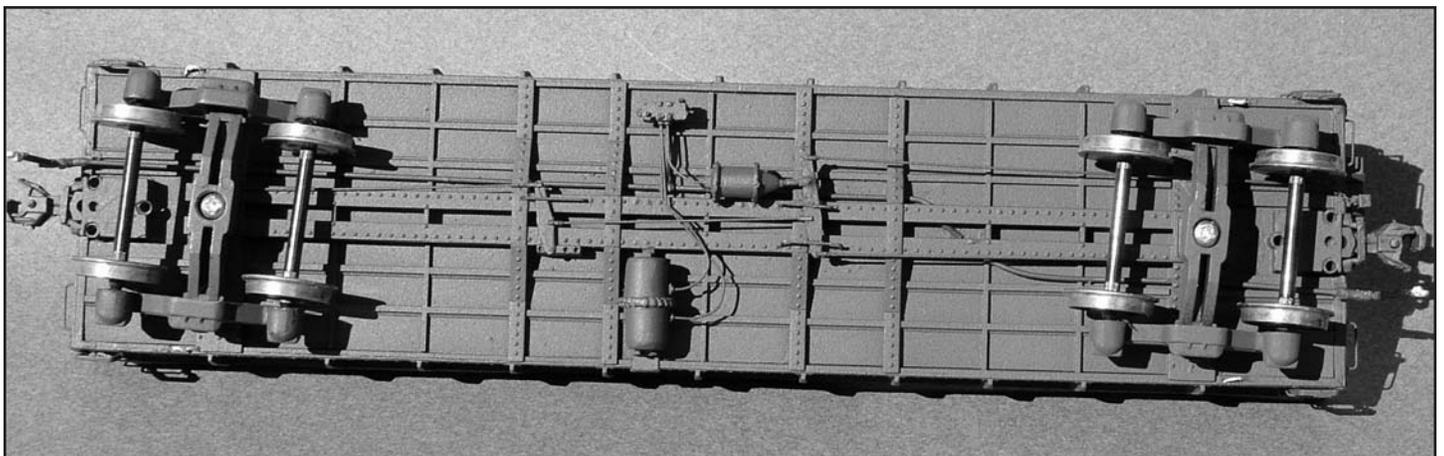
Care and handling of the supplied ALPS decals is covered in great detail. I eliminated much of the damage potential by using a method I use with home-grown color laser decals. I sprayed the whole decal sheet with some Krylon clear gloss spray before I began cutting and applying. Once down and dried, I allowed Solvaset to “work” on the decals by poking a few holes into neutral, non-ink portions of the film. SMMW has included more decals than needed so you can afford to make a few mistakes.

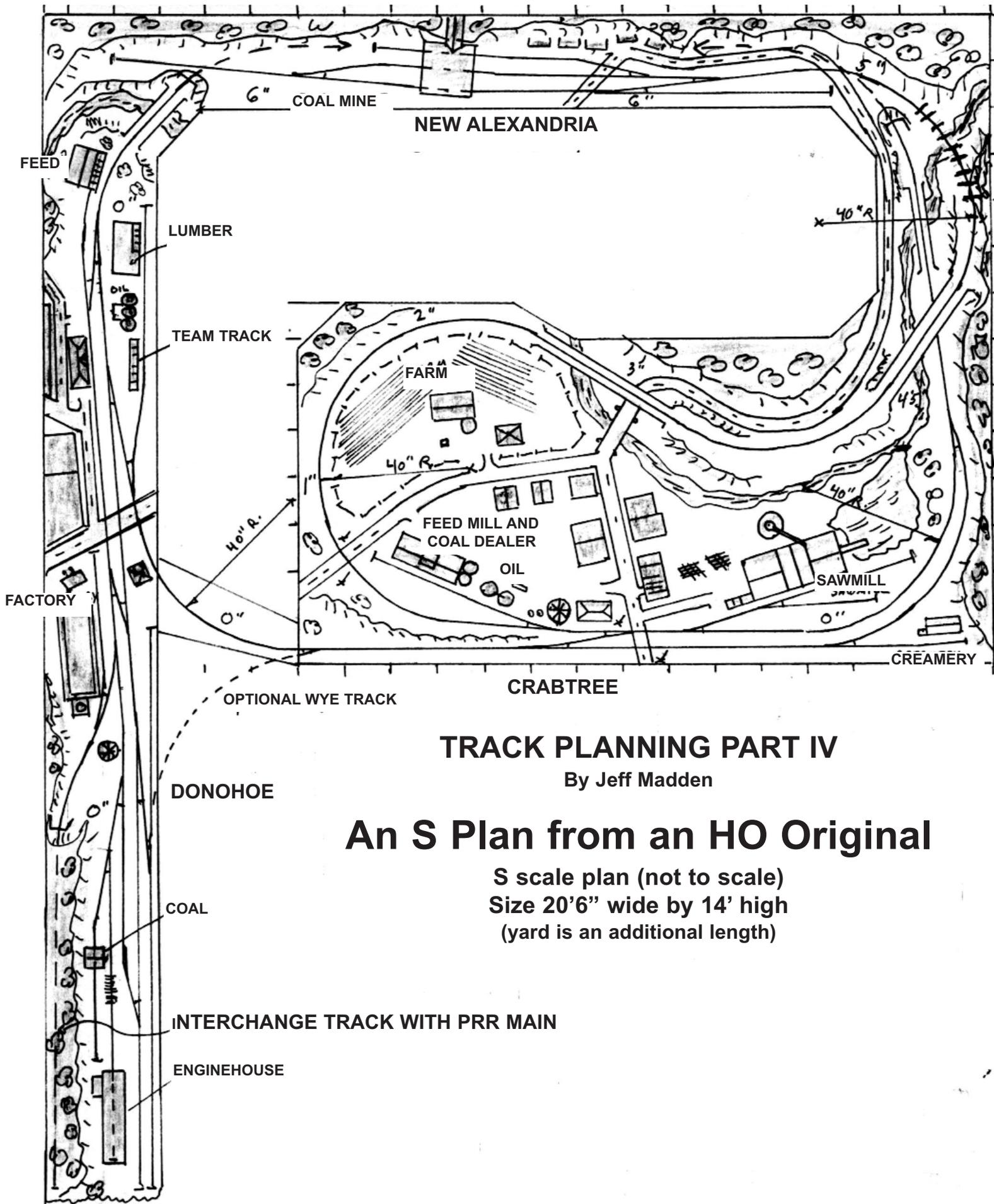


Shown are photos of the Low-Side Gondola by Smoky Mountain Model Works resin kit as built by Gerry Evans. He chose the Santa Fe paint scheme.

Photos by Gerry Evans

The instructions outline the basic tools and materials needed to assemble this kit. In addition to SMMW’s instructions, I found one additional tool totally invaluable. This is the sprue cutter offered by both PBL <http://www.p-b-l.com/PBL2002/main-ns.html> in two versions and by Micro-Mark <http://www.micromark.com/>. Though the tools come with a warning to use them only for sprue-cutting, trimming the urethane parts, styrene strip, and PB wire for the low side gon was made so much easier with this tool. They are so precise.





TRACK PLANNING PART IV

By Jeff Madden

An S Plan from an HO Original

S scale plan (not to scale)
 Size 20'6" wide by 14' high
 (yard is an additional length)

TRACK PLANNING PART IV

Layout plans for S can easily be adapted from other scale layouts. At the left is one adapted from my own HO layout, the second one I started as a teenager. It was supposed to be a Pennsylvania Railroad branchline from an interchange at Donohoe, PA with the Middle Division PRR to New Alexandria, PA.

I enlarged the plan from the original HO size of about 12' x 9' with some slight redesigns to accommodate 40" radius S curves. It is a basic around-the-wall layout with a turnback peninsula. A lift-out bridge or duckunder is used to complete a continuous run loop. An optional wye track would make a more complicated lift bridge or liftout. If you use steam engines, the wye would be mandatory unless a turntable was stuck in somewhere at the end of the yard tail. If you use diesels only then no turning wye or turntable would be necessary.

The layout trackage is all level until the branchline starts to climb at the curve just past Crabtree to where the line crosses over itself to reach New Alexandria. It is a typical branchline scenario for western Pennsylvania. Prototype features of the real branch are not included because as a 14-year-old I wasn't able to actually visit the branch, but the scenario is typical

Appalachian.

Donohoe would be the interchange with the PRR mainline. Some more staging tracks could be included if you were able to duck some tracks into an adjacent room. Here would be a small engine facility, a wye (optional) and some small town industries - maybe a foundry, feed mill, lumber yard, bulk oil tanks and a team track.

Halfway up the branch is the rural town of Crabtree with a sawmill being the chief industry. Feed, coal and oil again show up as small town basics. There is also a small rural creamery to potentially feed milk products to Johnstown or Pittsburgh.

Next is the steep 3 or 4% grade up to the coal mine at New Alexandria. Where the track crosses over itself elevation would have to be about 4-5". At New Alexandria I would have the mine trackage level at about 6".

You could adapt this plan to any S track - code 100, 125, 148 or ?? If space was at a premium you might drop your minimum radius down to say 27".

Regardless, this layout would make a compact and simple S home layout that would include lots of operation, the option for continuous running and scenery variety. For scenic interest you

have 4 bridges, streams, mountains, a tunnel, two small towns, a mine and a farm.

I would envision using SHS track with branchline PRR diesels and transition era rolling stock. Most likely diesels would be SW9s, GP9s, SW1s, RS3s - all are available in S in plastic RTR. Small PRR branchline steam would be more problematic. You could use Putt moguls, BTS locos or SHS 2-8-0s and just use modelers license that the line is a spinoff of the PRR. Smaller brass standard gauge steam that has been around include the Omnicon 2-8-0 and 0-8-0. The Reading Camelback 2-8-0 would be a good fit too for a freelance or Reading branch.

Of course, you can just change the town names and freelance whatever you like.

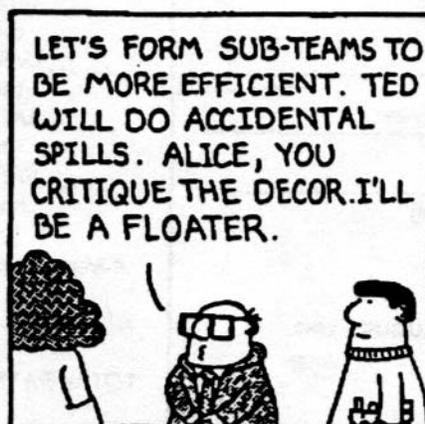
Maybe you had an HO layout yourself you could adapt? Maybe you can adapt an HO or N plan from magazine plans? This is how I would adapt a layout I actually built in HO if the space fit.

Upcoming I want to tackle converting some O scale plans to S.
- Jeff



TRAINBERT

apologies to Scott Adams



THE NASG AMERICAN FLYER CAR PROJECT

By Doug Peck

Over the next several issues of the *Dispatch*, I thought I would attempt to summarize the history of the American Flyer cars that have been produced as exclusive releases for NASG over the years.

The first AF car was released in 1981, although the background on this car is slightly different from all subsequent NASG cars. In 1981, the NASG convention was hosted by the Syracuse club, the CNYSGA. That year, CNYSGA contracted with Lionel to produce for them a unique AF car decorated for the 1981 convention. This car was orange with black and white print and decoration. On the left side of the opening boxcar door, it was lettered 21st National Convention Syracuse, NY, July, 1981

N A S G 0 7 0 0: The car number was 0700 - I am not sure if that number had any significance, or why it was chosen. On the right side of the door, the black-and-white NASG "Unified" logo was featured. Unfortunately for CNYSGA, Lionel required them to purchase a minimum run of 2000 of these cars! Since re-introduction of the American Flyer line had just taken place in 1979, I suppose a run of 2000 did not seem all that formidable at the time. But in reality, the club was left with many unsold cars! Note that CNYSGA sponsored, ordered, and sold these cars, not the NASG.

So, what to do with all the leftover cars ????? At the time, the late Walt Danylak was one of the CNYSGA leaders, and Walt operated his own part-time S-scale

business, G&W Models. Under Walt's leadership, several hundred 0700 cars were stripped, repainted, and sold. The list of repaints, as once cited by Walt, included:

- D&H "I Love NY" boxcar
- AC Gilbert Birthday/Anniversary boxcar
- Model Railroader Magazine 50th Anniversary boxcar
- RR Model Craftsman Magazine - 50th Anniversary boxcar
- Conrail boxcar
- TTCS/NYC Pacemaker boxcar
- AF MofWay Tool Car
- NASG Buffalo Convention car
- NASG Woburn Convention car

Walt recalled that each car was produced in a quantity of 100 or less, with some being considerably less. In addition, the Cuyahoga Valley S-Gaugers purchased several cases of the 0700 car, and redecorated them as a "Burning River" boxcar (commemorating the fact that the Cuyahoga River once actually caught fire!).

Where are all these cars today?

The original 0700 cars still turn up on occasion, including EBAY. From my experience, I would say they usually bring about \$100 each. They came in the early white AF clear-front box, with red and blue printing. Of the repaints mentioned by Walt, I think the D&H "I Love NY" boxcar is the most common. In red, white, and blue, it was probably a very good seller, and I would suspect CNYSGA made more of this car than any of the others.

I have not seen an AC Gilbert repaint for sale in many years, but the last I knew, they were bringing

\$150 +. This was a white car, decorated on one side to commemorate the 100th anniversary AC Gilbert's birthday (1884), and on the other side to commemorate the AC Gilbert Company's 75th anniversary (1909). It is a very attractive and desirable repaint.

The AFMW/1989 Tool car is unique. Gray with black print, four square four-pane windows were carefully cut into the sides of the boxcar (two on each side) before it was painted and decorated.

The important thing to remember about all of these cars is that they were repaints.....they are not original AF production cars from Lionel; only the 0700 car fits that bill ! That is why you will not find these repainted cars listed in the mass-market AF Price Guides.

Post-1981

No AF cars were produced for NASG or any convention-sponsoring club after 1981, until 1988. At that time, NASG itself began the run of exclusive NASG-AF Commemorative cars available only to members, which continues to this day

1988 & Beyond

In 1988, the national convention was hosted by the Central NJ club, and was held in New Brunswick, NJ. That year, under Don Thompson's leadership, Lionel was approached about producing an American Flyer car exclusively for the NASG, and to be sold only to NASG members as a convention car. Lionel agreed, a contract was signed, and the NASG AF Commemorative Car Project began. The 1988 car was a Jersey Central Lines insulated boxcar (a boxcar shell with opening reefer doors), numbered 48470. The car sides are painted orange, and roof and ends are tuscan. Lettering and decoration on the car is black, red, and white.

Only 504 cars were produced, and they sold for \$29.95 each (post-paid), to NASG members. The

1988 car is not often seen for sale on the secondary market. (As an aside, the host club also produced the same car design that year as a plug-door reefer by American Models, in two numbers.)

As noted, Don Thompson spear-headed the project that year. He recruited me to receive orders and keep data. Upon production, the cars were delivered to Tom Hawley in Michigan, and Tom and some recruits took charge of shipping them all out, with shipping information provided to him.

As I recall, the car sold out very quickly - a factor which probably

contributed to the decision to increase production when the 1989 car was planned.

In 1989, Don twisted my arm and convinced me to take over the AF Car Project for NASG. Agreeing to do so, I formed a small committee of volunteers - NASG members interested in the AF project; and as I recall there were about 6 of us. After entertaining some suggestions, we settled on a tank car for 1989. Specifically, we chose a colorful MKT "Edible Oil" chemical platform tank car, green with yellow and white print. The car number chosen was 120089, based upon a prototype car number and

the year 1989, as I recall. We contracted with Lionel to produce 660 cars for us, and they sold for \$29.50 each, postpaid. The car sold out prior to delivery, and no extras were available thereafter.

The "Katy" tank car is also a rather elusive NASG car, rarely seen on the secondary market. When I have seen it sold, it usually brings \$150-\$200, MIB.

Next time, we'll take a look at the first few cars produced in the '90s for NASG members.

See color photos on page 16 and the cover...

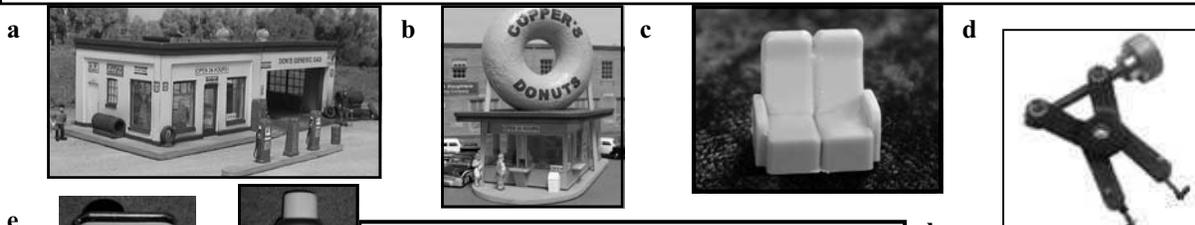


PORT LINES HOBBIES

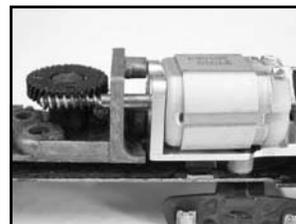


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 (f) NEW! AF Reproduction Paints; several new colors available.
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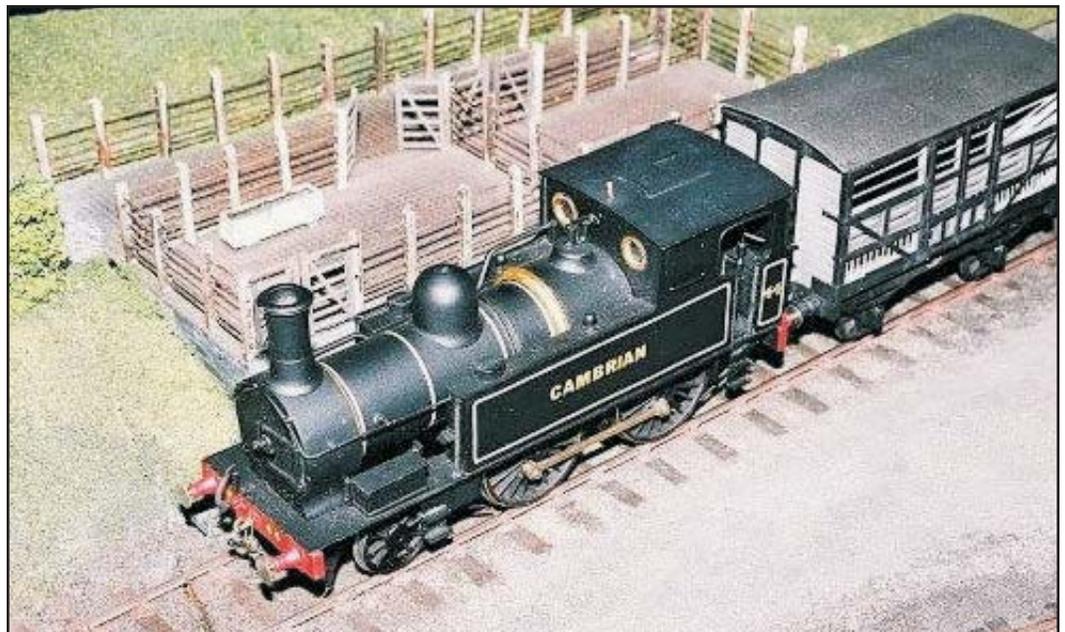


S-PIKES

S scale is alive and well as seen in the following model photos from the S Scale Model Railway Society Gallery (www.s-scale.org.uk/gallery). The top two photos are vintage UK steam locomotives by the late Norman Pattenden who died in 2006. Norman was a career "real" rail-roader in Britain who often was responsible for the Royal Train. Top is an LSWR Adams 415 Class 4-4-2T built in 1885. The middle 2-2-2T Furness Railway B3 Class was built in 1866 and was his last model. The model was painted by Trevor Nunn after Norman's death.

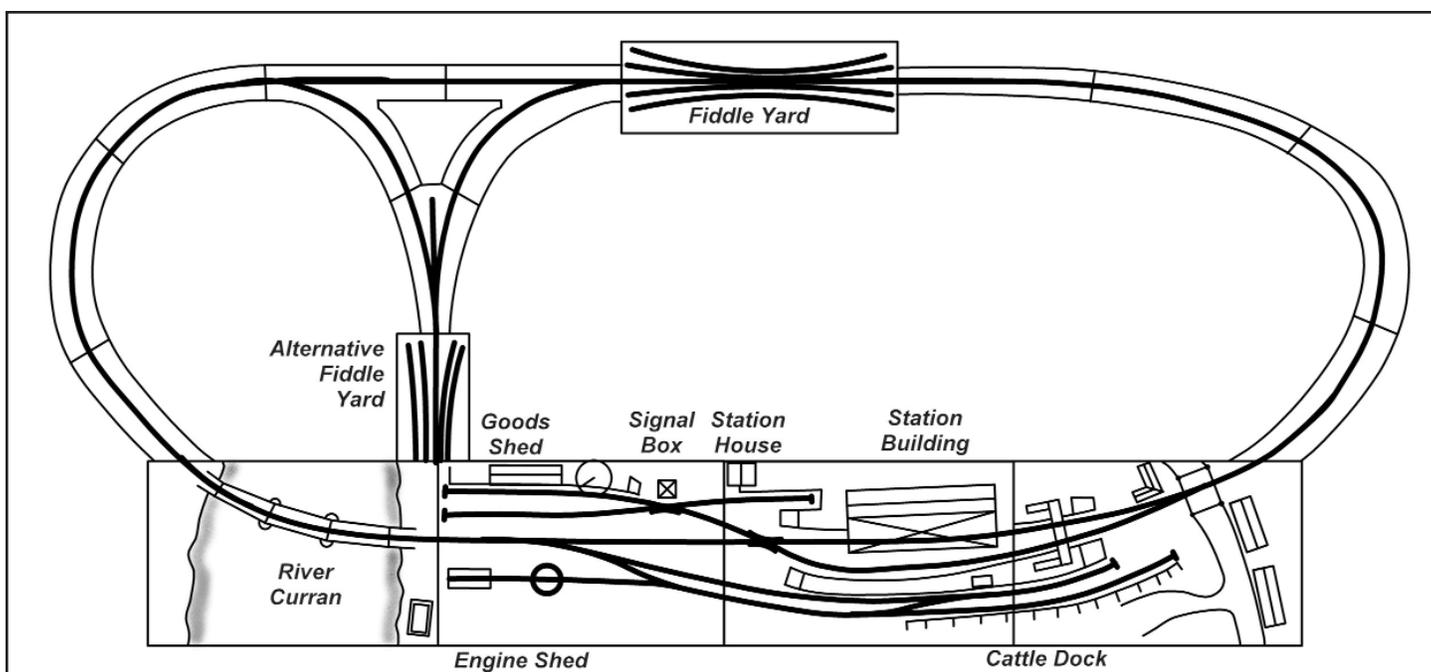
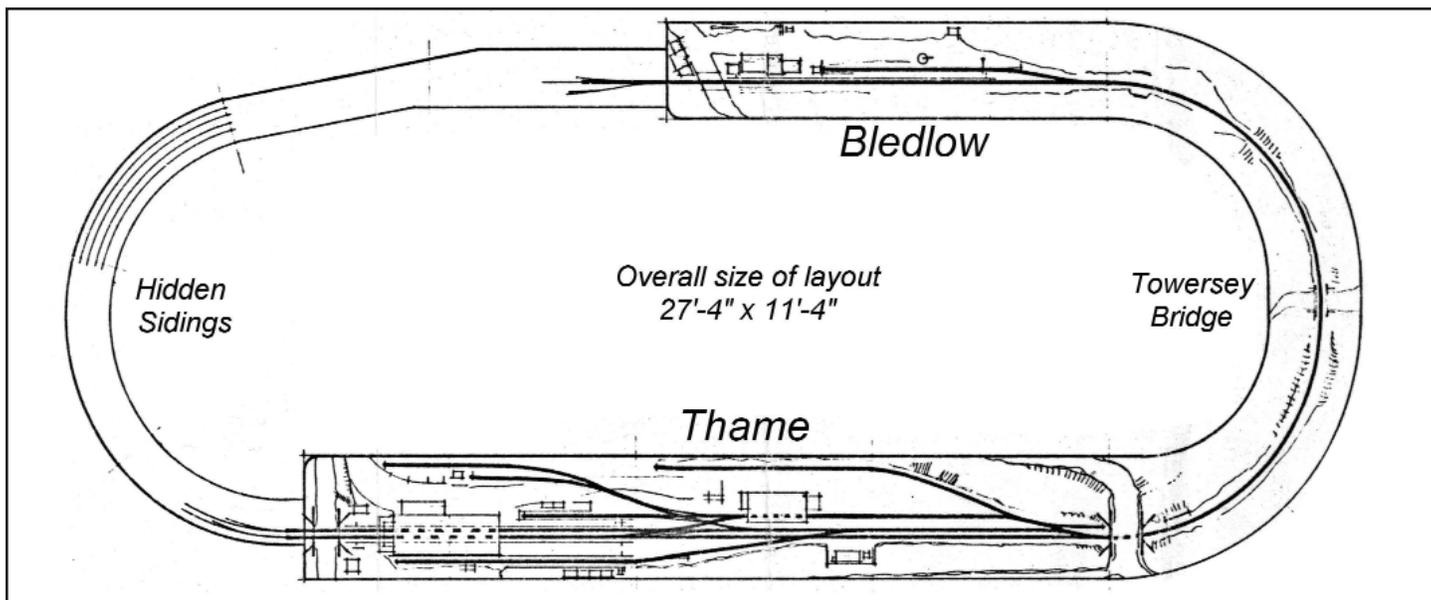


The bottom photo is a scene on John Coulter's Cambrian Ry. Llanfair module. Loco 2-4-0T was rebuilt in 1907. The town of Llanfair is a small outpost in Wales.



*Top photo Trevor Nunn
Middle photo by Maurice Hopper
Bottom photo by John Prior*





The photos at the left are various scenes of displays by the S Scale Model Railway Society. The top photo on page 18 is a typical rural passenger station stop in England. The scene is on the Rudgeley Junction modular layout that is a long and narrow oval with donut hole. Yards and terminal are on one side with rural farm scenery on the other. I think much of the modeling here regards the London and North Western Railway. The layout was owned by the late Stan Garlick.

The middle scene opposite is of a society rolling stock display from

1956 in London. The bottom photo opposite is a scene on a new modular layout depicting railways in Ireland. The UK names there modular layout and generally follow a prototypical theme. This one is entitled Kilbrandon and is built by Paul Green. It is S scale but the gauge is actually 5'3". The bridge is one over the curran River The loco is a GSR class J15.

Above are two samples of oval modular layouts ala the UK folks. The top one has the title of Thame-Bledlow, the bottom one is the Kilbrandon Irish one. I would equate much of the UK modeling

shown here as with our Sn3 modeling in this country. The top plan was drawn by Leslie Bevis-Smith. The Kilbrandon one by Andy May.

Thanks to Maurice Hopper, John Prior and Andy May for this information.

Photo credits

- Opp. top - Leslie Bevis-Smith*
- Opp. center - SSMRS archives*
- Opp. bottom - John Prior*

SPRING S SPREE 2007 REPORT

By Jeff Madden

The Spring S Spree, this year hosted by the Central Ohio S Gaugers, was different in many respects than past S Sprees. The COSG for the first time were forced to move their venue from the Holiday Inn on the east side of Columbus, Ohio, to the east side and the Makoy Center in Hilliard.

This was a separate facility that had plenty of space for both dealers and layouts. In fact, there were 9 layouts in a single display room. Doug Miller of Vestal, NY, brought a double track 14' x 30' scale layout used by the Southern Tier club. Loop radii are 72 and 75 inches with an inner narrow gauge loop having 66 inch radius. I enjoyed the 12-car B&O passenger train pulled by two AM E8s. On the opposite size spectrum was Stumpy Stone's foam portable 3-1/2' x 6' layout. It featured a single loop of S Helper track and many home-cast resin structures.

The other layouts represented were the NASG modules, the Miami Valley S Gaugers' hi-rail layout, the COSG two-level layout, the Cuyahoga Valley AF layout, the L-shaped scale modules of the NOSS group, Bob

At the right is a scene on the host COSG layout featuring various Timken Roller Bearing cars, two of which are Spree cars - the tank car and the hopper. Below are three happy Miami Valley S Gaugers. From left to right are Larry Beam, Mike Masarik and Richard Hagler.

Photos by Jeff Madden

Pardington's (SEMSG) 4' x 16' hi-rail, and the Baltimore club's 16' x 22' setup. I think that totals nine.

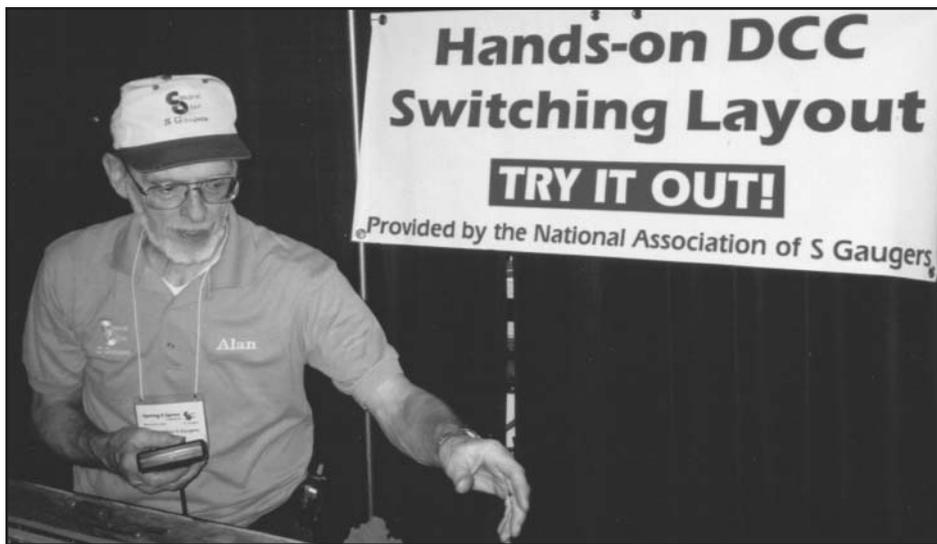
Attending dealers included American Models, Barry Pazan (trucks), Tomalco, River Raisin, SouthWind, John Heck, Tom Hawley, Fred's Train Parts, YardMaster Models and many more. What's more, is what I consider an innovation for S swap meets, and that is the use of "Ghost Dealers". The COSG followed through with contacting non-attending manufacturers to send items for display and actual sale to be monitored by club volunteers. It worked. Several did UPS product to the COSG for the Spree. Each ghost manufacturer had a table space allotted depending on what they sent and sales were conducted by COSG members. Unsold product and \$\$ were then returned to the vendors after the Spree. The Ghost Dealers present were Mountaineer, Kadee, Turner Models, Evan's Design and RailMaster. Each had literature

handouts as well. Championed by John Gafney this innovative idea got some product out there in front of the buyers that normally wouldn't appear at the event.

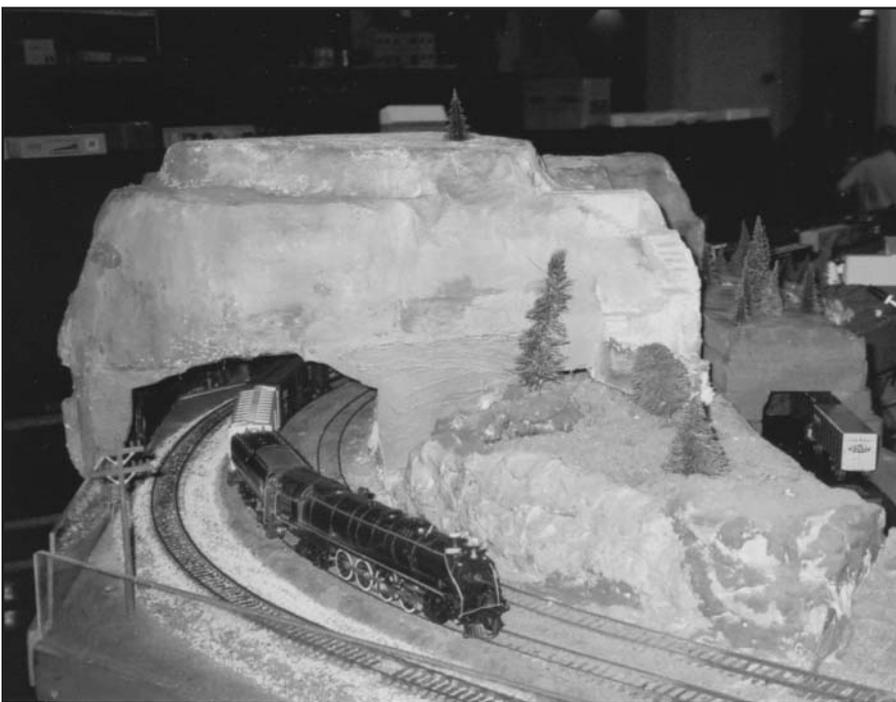
Some 300 folks attended the Spree that included swap time on Friday and Saturday, clinics, layout displays, layout tours and the Saturday banquet. The self-guided layout tour on Saturday included a mixed scale club, an O scale club, a hi-rail S layout and an O scale home layout. The latter two conveniently right next door to each other. Yup, as we exited Rob Berridge's S layout we were directed next door to see some big O scale power circling the basement.

The Saturday banquet featured a big-screen TV with Ohio State playing basketball in the NCAA tournament. Sound was turned off so it wasn't a problem. Most of us enjoyed it. According to Alan Evans attendance at the Spree was 300 or so.





Spree Scenes: Top photos - Stumpy Stone with his 3-1/2' x 6' layout. Middle is Alan Evans with the NASG layout - note the sign "hands-on". Bottom left is a tunnel corner on the Miami Valley S Gaugers' hi-rail layout. Bottom right is Doug Miller of the Southern Tier S Gaugers with a scale modular layout.



S TRACKS

By Sam Powell

From Gaylord Gill, SMSG...

Sam, I enjoyed your S Tracks article in the December 2006 Dispatch. I have a couple of comments regarding curves. A scenic curve (I liked your distinction between essential and scenic curves) can often be pushed well beyond the 50" radius you mention. Let's say that you're looking to introduce a slight bend along a straight stretch of track (a golfer would call it a dogleg). For illustration purposes, let's pick an angle of 20 degrees (that is, the straight track will be deflected 20 degrees to the right or left to establish a new line of straight track). Creating your bend with a 48" radius curve would require an arc length of less than 17" in the middle of your two straight runs (measured between the two tangent points). In the attached sketch, a is the desired angle of deflection between the two straight sections of track. The variable r is the desired radius of the curve that will join the two straight sections. The points $t1$ and $t2$ represent the points of tangency between the straight and curved sections. However, broadening the curve to a 72" radius extends the length of the arc only about 8" more (just over 25" total), and pushing to a 96" radius extends the length of the arc to less than 34" total. In fact, for a given angle of deflection, there's a consistent relationship between the radius and the length of the arc between tangent points: double the radius and you double the arc length; cut the radius by half and you cut the arc length by half. So there really isn't much sacrifice in linear distance as long as you're dealing with scenic curves of modest deflection. If you care about the math part, the key is that the angle at the center of the circle, formed by the two radii in the sketch, will always be the same as the angle of deflection a . Next, note that the arc between the tangent points $t1$ and $t2$ is simply a part of the total circumference of the circle formed by radius r . So, we just need to calculate the circumference using the formula $C = 2 \times r \times \pi$ (where π has the value 3.14). Then calculate the arc length by taking the angle a divided by 360 (the number of degrees in a circle), and then multiplying the result times circumference C . You mention that a 48" curve is "still a very tight curve on the prototype". When I was designing my

Grand Valley Northeastern, I had an opportunity to insert a scenic curve in the middle of a long straight stretch. Just because I had the space, I pushed the radius of this curve to a full 13 feet (156 inches). Then, some time later, I came across an article in a magazine that identified some prototype standards for curves. After converting my dimensions to prototype, I learned that even my wonderfully broad curve would have been considered a "restricted speed" section of track! I have spent quite a bit of time working out the math of curves and grades, and I have developed some layout planning tools in Microsoft Excel. If you would be interested in hearing more about these, let me know. Gaylord Gill

Hi Gaylord, It was great to hear from you, and great to hear you have a layout either going, under construction, or all planned out. Please excuse my being out of touch there. I am sure others are more in touch with what you are doing. I am always amazed at the level of genius that emerges when one digs into other's hobby involvement out there. Are you a mathematician by trade or by hobby? You make an excellent point that I did not actually state, and that is that it is fun to stretch out those scenic curves as much as possible and still have them look like curves. There is one school of thought that there should be no truly straight track on the layout. The same thinking suggests that the edge of the layout should be slightly curved wherever possible as well.

I think there are two extremes on a track planning personality spectrum. At one end is the guy who enjoys plotting every detail on the paper before construction, and on the other end is the guy who just builds a bench work structure, and pushes track around on it until he likes the looks of it. There is probably a Meyers Briggs Personality profile for each of these extremes. Each tends to think his way is clearly superior when in fact, neither person is better than the other. They just are the way they are. Both extremes however, can get hung up and run into problems. The guy at the "push track around on a bare bench" end of the spectrum is going to end up with a curve too tight somewhere, or not be able to fit his design into his space at all. And the guy who plans everything may never get his plan into the real world. The thing that is important is

to have fun, and not get sucked into the extreme of our personality type. If Mr Planner truly loves to plan, then there is nothing wrong with spending his entire life planning. But he may be missing out on some real fun that is unaware of. Striving for some balance towards the other end of the spectrum is the thing that carries us along to the best advantage.

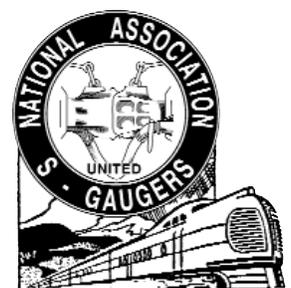
For this reason, I am going to suggest that your math is probably a great tool that everyone should look at, especially the guys who just want to push track around on a bare board. The match involved might help him avoid some serious miss step down the road. The guy who is already of a mind set to plan, and plan and plan, might find this tool speeded up his planning, and thus get his track down and working a little faster.

My real world experience is that things never look quite the same on a table top as you think they are going to look from studying your track plan. So if when you get to the point of putting the track plan down on the craft paper on your bench work as I described in a recent column, 'don't hesitate pushing it around until you like the way it looks. The area that was to be a coal mine on my Penn Creek Valley plan became a river front coal transfer barge on the layout. Plans are great, but don't get to hung up on them.

Gaylord, thanks for writing. Do send some examples of your math along, and we will see if we can put together a compendium of useful layout planning tools. And send along a photo of the layout, or maybe a short article about your layout and a plan of it. Do you have any photos yet?

Take Care, Sam Powell

**Please address any
questions or comments
to Sam Powell
Spowell786@verizon.net**



THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** club brought their layout to the recent Greenberg Train Show in their area, and the HUB Train Show sponsored by the Northeastern Region, NMRA. New member Bill Tarbox held the March meeting of the club at his home, and members attending operated the host's layout and enjoyed the collection of RR memorabilia. Al Coughlin hosted the April meeting of the club and members attending got to see recent additions to the host layout. Frank Emiro was scheduled to host the club meeting in May at the Sandown Train Depot. The club is actively planning for the 2008 NASG Convention and a site has been booked with recent considerations made on the convention car. All tours are planned and costs for attendees will be determined when contracts are signed with the bus companies. The club members are looking forward to the annual BBQ to be held at the home of Ed and Bobbi Stead in June. Tom Robichaud is President; Helen Lenart, V.P.; Chet Brown, Treasurer; and Dick Connors, Secretary of the club.

Ken Garber edited the most recent issue of the *Quarterly*, the newsletter for **S Canada**, that includes a description and photos of the CNR type H-6-d ten wheeler (4-6-0) as built by Simon Parent. **S Canada** members set up modules at the Toronto Christmas Train Show as held at the International Centre that included a 4 ft. long “train table” display that can rotate short trains at each end, and send them back in the direction that they came from. Use of this display made it possible to operate three trains at the same time at the show. The Club set up a display at the Copetown Train Show, as sponsored by the Canadian Assoc. of Railway Modelers (CARM) held on Feb. 25, at the Copetown Community Centre, Copetown, ON.

The **Connecticut S Gaugers (CSG)** met at the home of John Garren, in Bethel, CT. for their April meeting. Those attending enjoyed John's S layout and operation of various trains that John

has. Mark Anderson hosted the club members for a meeting in May, in Woodbury, CT. Mark took club members Bob Ritchie and Pieter Roos on a walking tour of the old Shebaug RR right of way, which includes a tunnel about 150 ft. long. The Shebaug RR was a branch line of the New Haven RR until abandoned in 1948. The club is considering a visit to the Poughkeepsie-Highland RR bridge, to be part of their meeting in June at the home of member Stan Stockrocki. The bridge has been out of use since a fire caused damages to it some years ago, but is now the subject of restoration under the work of a preservation group. Club member Al Marotta is trying to coordinate a visit to the bridge by the club members attending the meeting at Stan's house in June. The May meeting of the club was held at the home of Mark Anderson in Woodbury, CT.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of Jim Richardson in late April for their monthly meeting. Bob Gravel hosted the March meeting of the club on Thursday evening March 22. Bob has constructed an S model of a “Galloping Goose.” Bob's layout operates using a DCC system, and nine club members attended the meeting. Steve Allen hosted the club members on May 24, for their monthly meeting. The PVSG is planning a meeting with members and guests in June, at the Steaming Tender Restaurant in the Palmer, MA. historical railroad station. A similar meeting last year had a good turnout and the members and friends enjoyed the event. This year's event is scheduled for June 10, and it will be a social event with wives and significant others invited. Club member Dave Sullivan brought new product data on Tonkin truck replicas, and AF trains.

The **Western N.Y. S scale Association (WNYSSA)** held their March meeting at the home of Paul Wachowicz, in Tonawanda, N.Y. Ten members attended including the host. The club set up their modules at the TTOS Show, held on Jan. 27/28, at Leonard Post, Cheektowaga,

N.Y. Four new members were signed up including: Karol Kaminski, Scott Nowicki, Tom Koziol, and Jim Thomas. The club held a meeting on Jan. 25, at Danny's South Restaurant, Orchard Park, N.Y. The meeting is on the same day as the **WNYRHS** Train Show at the Agricenter, Hamburg, N.Y. Club members attended the show and the meeting for lunch on the same day. Gregg Mummert and Bud Rindfleisch coordinated the meeting at the restaurant. The club decided not to set up a layout at the Train Show to be held at the Central Terminal, in September. The club decided to display at another show at the Agri center. The club has set up and operated a layout jointly with the RASG club at a train show sponsored by the GSME on April 15, at Batavia Downs, Batavia, N.Y. The **WNYSSA** brought corner modules and some straights, and RASG brought straights and their two foot bridge module. The April meeting of the club was cancelled due to a death in the family of Harry Morath. Harry agreed to host the next meeting of the club in May. The meeting was hosted by Harry on May 20, in Lancaster, N.Y. Gregg Mummert coordinates the club activities and ably edits the club newsletter.

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 recently set up a layout at the GSMA Train Show, held on April 15 at Batavia Downs. The club brought their two foot bridge modules, and several straight modules, which were used in conjunction with the corner modules and others brought by the WNYSSA. The overall layout was 11 ft. x 33 ft. The two clubs work together to present our favorite scale trains to area residents.

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. A recent issue of the newsletter edited by Mike McConnell includes an article describing ...” It's back to the old grind” meaning after the Echelon Mall displays and shows, the members can now enjoy clinics, weekend fan trips, and evenings of Play Trains. The *Play Trains*

events are meets at a members home to operate a layout or visit to a model RR event or place, without any club business meeting taking place. Mike explains that the past year had been heavily devoted to organizing Mall attendance and operations for visitors at the Mall, while now members time can be used to have clinics on modeling, photography, tree building, detailing, review of new S products, etc. Club president Hank Worrell gave a description on the origins of S scale, at a recent meeting of the club. John Aaron is writing a feature article on the **SJSG** Mall adventure. Greg Berndtson gave a clinic at a recent meeting on making decals on white and colored stock. The club is planning to set up and operate their layout at the Tuckahoe Train Show, on July 28, in Tuckahoe, N.J. Member Tom McDowell coordinated the club set up and operations at the Vineland Veterans Hospital on May 12. A recent issue of the *Waybill* included an article by member John Bigley on streamlined passenger trains, both diesel and steam powered, and one on operating short model trains on a layout by John Aaron to make the operations more realistic. John explains how branch and small railroads often use short trains which appear more realistic than a long one with the locomotive chasing the end of the train on a home layout.

The Neshaminy Valley AF Club (NVAFC) recently held their 203rd meeting at Phil's Tavern, in Ambler, PA. The shuffleboard bowling game is gone, but there was good food and drink for those attending. The club displayed their layout at no less than three events recently, including the Southhampton Free Masons, a big train show at member Paul Fenn's door factory, and one of the monthly New Hope, PA. train shows. The layout worked well except for a few minor problems, which club members are addressing. There is a need for miniature people and a passenger car for the Guilford station accessory, scenery items for two layout corners that are bare, and some flashing highway flashers to replace those which were installed on the layout and were the property of a member, and were removed. The club has been invited to bring, set up, and operate their layout at a train show in Gilbertsville, PA. next September. The club met at the home of Mike and Kathy Hudek, in Monroeville, N.J. on May 11.

The host has recently moved and is now located in south Jersey. Mike Ramsey coordinates the club activities, and ably writes the club newsletter.

The Call Board is the unofficial newsletter of the **Potomac Valley S Gaugers (PVSG)** and the club members met at the home of Richard and Nancy Lind on May 19, in Frederick, MD. The club members are planning to set up their operating layout at the forthcoming NASG convention to be held in Baltimore, MD. in July. Richard Lind ably edits the club newsletter which features news and articles of interest to the club members.

The Pittsburgh S Gaugers (PSG) held a *Coffee and Trains* get together at Kings Restaurant, in Harmerville, PA. on May 29. These meetings are well attended and are separate from the regular meetings of the club, held in members homes. Club member Vince Polis hosted the club for their meeting in May. Vince has a hi-rail layout with most of the track down, and much of the electrical wiring done. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail.

The Susquehanna S-Gaugers (SSG) met at the home of Earl and Gail Wagner, in Danville, PA. on May 6. Eighteen members attended the meeting. Earl has enlarged his L-shaped layout by about ten feet, and is in the process of adding scenery and buildings including a circus tent and rides. On the new addition there are two mountains and a track configuration that climbs each elevation, with a bridge in between. Three guests attended the meeting including Rudy Teane, Dave Maurer, and Robert Bomboy who came from Danville and explained about his work with a local elementary age group at a local church to build and maintain an O-gauge layout on the church property. Member Dave VanGilder brought and described a RR crossing gate and flasher as made by Z-Stuff for Trains.

The gates and flasher were on a display board and automatically operated when a train passed by. Tom Vaughn described an operating session that is planned for the club meeting at his home in the Fall. The session would use the host's layout and DCC controlled trains. Jim Ingram used his camcorder to record each mem-

ber in attendance describing their interests, and introducing themselves. The operating crossing gates were also recorded. Dave VanGilder records the club meeting minutes. Jim Ingram is considered the founding "father" to the club.

The Baltimore Area AF Club (BAAFC) is sponsoring the 2007 NASG convention to be held in Baltimore, MD. on July 10-14, 2007. Dave Blum and Monte Heppe lead the convention committee. They presented a report on the status of the convention plans at the April club meeting. The meeting was held in the Dover Harbor Pullman RR car located on a CSX siding in Annapolis, MD. Twenty two members attended. The privately owned car is the property of the National Railway Historical Society Washington, DC Chapter. During the meeting the president of the chapter made a presentation on the history of the car, the configuration of the car, and how the chapter uses the car. The car was built by the Pullman Company in 1923 and was operated by several railroads during its active use. The car was purchased by the Washington DC Chapter in 1979 and has been refurbished for operation on the current standards of the railroads. The car contains an open lounge seating 22 persons, a compact kitchen, and six double bedrooms. The BAAFC operated their layout at the Spring S Spree, in Columbus, OH. on March 30/31, and the Great Scale & All American Hi-rail Train Show on April 14/15. The club also operated their layout at the WMATA Rail Rodeo on May 5. This event is for the employees of the Railroad and various events are held for the employees. On May 12, the club set up and operated their layout at the Union Bridge Depot Days. The May meeting was held at the home of Howard Garrett in Marriottsville, MD., and Jim McMorrow was scheduled to host the June meeting.

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. The club lost a member on February 23, when Bernie VonKoller passed away. The club members expressed their sincere condolences to Bernie's family. He was active in the

CASG as well as the DuPage Division of the NMRA. Each year he was one of the ticket takers at the All American RR Show at Lyons Township High School. Bob Brown was elected for another three year term as trustee of the club. Joel Webber has agreed to serve as chairman of the new Membership Committee, which will be responsible for greeting new members at meetings, and helping at the various shows in which the club participates.

CASG member Joe Craig is compiling results of the members survey to help the club leadership plan and organize activities. The surveys were still being accepted in April. The club is thinking about their Summer family outing to be held most probably in August. Phil Kosin, the unofficial social chairman of the club, has searched out possible locations for the outing, and the Hesston Steam Museum in LaPorte County, IN. is the likely place for the club Summer family outing. The museum has a collection of steam trains in two and three foot gauge and 15-inch gauge from the estate of printing mogul Elliot Donnelly in Lake Forest as well as a large shay-type steam loco back in operation for visitors to enjoy. The **CASG** spring layout open house was held at the home of member Bob Brandt, in Northbrook, IL. Bob's fully scened layouts were operational and include over 1000 ft. of track. Trains operated include those from AF, Flyonel, American Models, and Showcase Line. A unique feature of the largest layout is a section that mimics the mountain scene from Close Encounters of the Third Kind, complete with space ship and aliens. More than 40 members and friends enjoyed the layouts and a time of fellowship. The June meeting of the club is scheduled to feature a clinic on use of Lionel's TMCC (remote wireless operating system) as presented by member Ed Goldin. At a meeting later in the year, the club plans to have a clinic on DCC, so that it can be better understood and compared to the TMCC. Will Holt is President of the CASG, 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 Miami Valley S Gaugers (MVSG) met at the home of John Clifford, for their March meeting..

MVSG member John Clifford is President of the club and is coordinating the supply of club name badges. The club is brought, set up, and operated their layout at the Spring S Spree held on March 30/31, in Hilliard, OH.. The club recently bid farewell to long-time member and active club secretary, Norman Haas. Norman and his wife, Pat are moving out of state and will not be able to continue their activities with the club. 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. 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.

The Central Ohio S Gaugers (COSG) recently hosted the Spring S Spree, held on March 30/31 in Hilliard, OH. The two-day event included various activities, including a large train trading hall, banquet, clinics, train races, operating S layouts, a Friday night pizza party, and a "building in a bag clinic". Thomas Brinker coordinated the registration for the event. Janet and Art Lofton hosted the club for a meeting on March 18, in Westerville, OH. and Dana and Kim Davis hosted the club members on April 15, in Ostrander, OH. Alan Evans edits the club newsletters, distributed via e-mail. The club set up and displayed their layout at the Buckeye Memorial Show, at the Lausche Building, on April 21. Set up was on Friday for the show.

The Stateline S Gaugers (SLSG) met at the home of Bob and Barbara Disse, in Poplar Grove, IL. for their March meeting. Dave Pippitt hosted the club meeting on April 15, in Rockford, IL. and club president Dick Bird will host the club members for their May meeting in Oregon, IL. The club newsletter is edited by Vera Flood, and issues provide interesting facts about railroads and the club activities. **SLSG** club officers include: Dick Bird, President; George Sorensen, V.P.; Vera Flood, Secretary; Dave Pippett, Treasurer; and Dave Oberholtzer, John Gianos and David Wilma 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 Dick Bird as an ex-officio member. Doug Allen has agreed to be chairman of the event, and was included in the seven members who will form the committee to plan and organize the event.

The committee was appointed by President Dick Bird. The **SLSG** is planning to have their annual picnic on Aug. 19, and details will be announced in the near future.

The Southeastern Michigan S Gaugers (SMSG) held their March meeting at the home of Brooks Stover, in Oakland, MI.. The host of the meeting gave a clinic on his construction of S structures. There was an auction of left over items from the past NASG convention that was sponsored by the club. Brooks has a newly-built S layout based upon the Buffalo Creek & Gauley prototype RR with great scenery. The layout operates S Helper Service 2-8-0 steam locos which are typical of the prototype railroad. Brook's layout has been featured in nationally distributed model railroad magazines.

Ken Garber is president of the club and Sig Fleischmann treasurer who gave a report of the club treasury the meeting. 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 **SMSG** will consider additional committees that can provide support to help others in the club or not, on such subjects as DCC, operation, track work, S scale trains, etc. The committees can provide a means of having various club members participate in the activity of the club and help others in the areas that the committee addresses. The committees would be standing in that they would not change as a result of the officer's elections, although the committees could be changed at the desire of those serving on them. Tom Hawley, secretary, records the meeting minutes and distributes them to the club members via e-mail. The club has been invited to set up a layout at the convention of the North Central Region of the NMRA, to be held

in September. The April meeting was held at the home of Earl Carlson, in Oxford, MI. The club has 46 members as reported at the meeting in April. The club authorized Gaylord Gill to negotiate with the owner of a building in Highland, MI. for rental of the basement area where the club could set up and work on their portable modular layout. Jerry Poniatowski will host the annual club picnic in August. The club is planning to set up and operate a layout at the National Train Show in Cobo Hall, Detroit, MI on July 27-29. Earl Carlson is coordinator of the train layout display. Work sessions at the newly rented space in Highland are scheduled for Wednesdays at 6:30-10:00 P.M., and Saturdays from 9:00 A.M.-10:00 P.M.

The Northern Ohio S Scalpers (NOSS) were hosted by John and Pat Henning at their home in Valley City, OH. on March 25. Chuck Klein, NMRA DIV. 4 Superintendent came to a recent club meeting to meet with club members and extend an invitation to the **NOSS** members to attend the NMRA Division 4 meetings where guests are welcomed. The NMRA meetings are held every second Friday at the Church of the Redeemer, Westlake, OH. Work continues on the club modules, with framing, roadbed and track for the new corner module was laid out and installed on the module frame. The club recently welcomed new member Gary Chudzinski, from Fremont, OH. Jack Sudimak coordinates the club activity, and John Henning edits and distributes the club newsletter issues. The April issue of the newsletter included an article describing an Amtrak train trip taken by John Lanzer with his wife Debbie, and son Dean from Cleveland to California. They did some sight seeing in California, and enjoyed the Sacramento RR Museum, the site of a past NASG convention some years ago. The newsletter issues have been recently "jazzed" up with color photos, and maps for directions to various events described in the letter. A recent issue had photos of Gary Ippolito and Steffi Ricketts who recently celebrated birthdays. On Sunday April 29 John Lanzer hosted a club meeting at the Lafayette Methodist Church, Lafayette, OH. There was a one-day mini meet held at the church on May 5.

The Badgerland S Gaugers (BSG) held elections at the end of last year, and Steve Lunde is the new president of the club. Dave Smukowski the past president is recovering from knee surgery, and reportedly doing well. The March meeting was held at the home of Roy Meissner, in Merton, WI. on March 25. This meeting is on the same day as the Badgerland Train Trade Show, held at the Knights of Columbus Hall, Greenfield, WI. The members can attend and help with the show and then attend the meeting, which is not far from the location of the show, according to the newsletter. The BSG March show is the last one this spring, and the shows will be resumed with the September show.

The club recently welcomed new members William Weissman, from Sussex, WI. and Paul Bartelak, from Waukesha, WI. The club recently set up their hi-rail layout at the Society of Model Engineers train show held at the Milwaukee School of Engineering. It was a two day event with set up on Friday. There is no admission charge for the show, and there were some 20 layouts on display with a handful of vendors. Doug Stoll suggested that the club develop a **BSG** business card that could be handed out at the various shows and events where the club displays their layout. Several members are planning to design such a card and have it printed for use of the club members. A recent listing of club members included approx. 75 paid members.

The AF S Gaugers of the St. Louis Area (AFSGSLA) are busy planning for the upcoming Fall S Fest to be held at the St. Louis Marriott Hotel, on Nov. 2-4, 2007. Various events are planned including a swap meet, train races, clinics, and banquet. Moe Berk coordinates the club events and Gary Mueller ably edits the club newsletters.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN) had their annual banquet on March 10 at Conley's Place Restaurant, Spokane Valley, WA. The event was a success with 21 members and spouses attending. Everyone liked the restaurant and agreed that the club should have the banquet there next year. Members brought various S and RR related items for show and display at the event. Pat

Spino brought a variety of AF commemorative and other cars; Robert Bowen brought two cars with a Boeing 747 Fuselage on them, and a Montana Rail Link engine, car, and caboose; Jess Bennett brought a President's passenger car with superbly detailed interior; Doug Sassman displayed a sandhouse that he built; and John Kettner brought the new Alton set from AF. Members of the club are planning a train trip, taking AMTRAK to Kalispell, MT. and a ride through Glacier Park, with possible return on the same day. Vic Cherven, a recent new member of the club, attended the event. Vic is scheduled to host the club for a meeting in October. The club brought their layout to Pullman, WA. to the Palouse Empire Train Show. Members brought the layout on Saturday before the show and stayed overnight to be at the show on Sunday. They returned back to the Spokane area on Sunday after the show. The Palouse show was held at the Beasley Performing Arts Coliseum, Washington State University Campus, Pullman, WA. Paul and Helga Montgomery hosted the club meeting on April 9, in Hayden Lake, ID. Jess Bennett hosted the club meeting at his home in Careywood, ID. on May 13, and Bob Beshore offered to host the club in June. The annual picnic of the club will be held on July 21, hosted by Bud Chadbourne. The IESGAPN is celebrating their 40 th 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. Jon Kettner ably edits the club newsletter, and coordinates the club activities.

The S Say is the newsletter of the **Rocky Mountain Hi-Railers (RMHR)**. The club members usually meet on the third Saturday of every month at the Boise City Government Buildings, Boise, ID. In October, 2006 the club set up and displayed their layout called the Lookout Junction at Railshow-2006 sponsored by the Eagle Rock Historical Society, in Idaho Falls, ID. Ten club members and friends made a three day trip to set up, operate, and dismantle the layout for the two day show. Alan Udy, Idaho Falls member, also helped with the layout set up and operation. In December, the club visited Phil Meyers to enjoy his O gauge Lionel layout with operating accessories, including some AF acces-

sories. Kelly and Merla Lloyd were in the Boise area for the holiday season on a transfer to England, but Lloyd explained that he expected to be back in Boise in the next year or so. The Lookout Junction layout was assessed for its condition and possible repairs that should be made. It was decided to make protective plywood caps for the three drop-in sections as were designed by member Greg Lewer.

At the March, 2007 club meeting, work was done to upgrade the layout including a coat of paint. The **RMHR** is scheduled to display their layout at two events this year, including the Treasure Valley Express convention of the Pacific Northwest Region of the NMRA. The convention will be held on August 11/12, at the Doubletree Riverside, Garden City, ID. The club is also planning on displaying their layout at the Eagle Rock Historical Society sponsored annual train show on October 13/14, in Idaho Falls, ID. Shane Jibben handles the club funds and reports at meetings on the expenditures and income received by the club. Two members of the club run the S-'n-S Trains business, which recently had new storefront building erected in Steve Blackburn's yard. His partner Sam Rapp was included in a photo of the facility, in a recent newsletter issue of the club. The business offers can motor conversion kits for AF steam locos, and diesel locos. The diesel conversions must be installed by S-n'-S because of the complexity and difference in engines. John Eichmann edits the club newsletter and coordinates the club activities.

The Sacramento Valley AF Club (SVAFC) sponsored the Flyer Fest West 2007, held on May 4-6, in the Elk Grove, CA. area. Don Rosa coordinated registration for the event. The event featured a Sacramento Northern insulated box car, produced and decorated by Lionel, LLC. The car comes with AF compatible trucks and couplers. The event included a Friday night reception, modeling contest, trading hall, clinics, silent auction and raffles, BBQ Beef (or chicken) dinner on Saturday with a guest speaker talking about "Southern Pacific Steam Power over Donner Summit", and on Sunday "A Day at the Western Railway Museum", in Suisun, CA. One feature of the event on Saturday between Noon and 3:30 P.M. was the clinic held by

David Dewey, the AF editor for the NASG, who offered diagnosis of problems with AF locomotives and accessories. No repairs were made, diagnosis only.

The Bay Area S Scalers (BASS) met at the home of Arden Goehring in Lodi, CA. on May 19. Ken Reiter held the March meeting at his home in San Jose, CA. Nine club members attended the meeting and enjoyed the host's around the top of the garage layout operations. Ladders and step stools were provided so both tall and short could enjoy the train operation. Ed Loizeaux will host the clubmeeting in July, in Los Altos, CA. The club is planning to set up and display their layout at the Dunsmuir RR Days celebration on July 6-8. Following the set up at Dunsmuir, the modules will be set up and operated in late July at the San Ramon Valley Museum, Danville, CA. The club newsletter is edited by Graham Henry, and Lee Johnson coordinates the club activities. Barney Daehler is editor emeritus of the newsletter.

BASS member Ed Loizeau had three visitors from Milwaukee stop by to see his layout. They were a producer, videographer, and sound engineer from PBS Channel 10, in Milwaukee, WI. They spent nine hours video taping the layout for a future segment of the *Tracks Ahead* program that appears on Channel 10, in Milwaukee. Ed's layout uses the New York Central as a prototype, and it has large radius curves to operate large locomotives. Vic Cherven and his dad are working on a layout room at their new address, in northern Idaho. All the walls in the room are painted blue, and a background scenic picture will be painted on or installed before the bench work is erected. The top of the bench work will be about 40 inches above the floor of the room.

The March meeting of the Southern Calif. S Gaugers (SCSG) was held at the home of Dennis Bagby, in Altadena, CA. Dennis is in the process of re-vamping his layout to include additional aisles for visitors, and sidings to store more RR cars and trains. Ten members attended the meeting, including the host, and a new member, James McAuliffe, a scale modeler who is a member of the Inland Terminal S Scale Club. Club member

Gene Capron presented a clinic on scenery construction. Gene brought a mountain section which showed the various stages of the scenery construction. Jeff Kruger gave a pitch for membership in the NASG at the meeting. The **SCSG** is discussing details of modular layout tables and construction of same for a layout that could be used for display at train shows and other events. Jeff Nelson has access to a wood working shop where the parts for 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. Jeff Smith donated the cost of a module on behalf of Railmaster Hobbies. Tom Mescher of American S Gauge, suppliers of the Code 172 S track products, is active in the club, and was glad to answer questions at a recent club meeting, about the track that he sells. Don Stratton hosted the club for their April meeting, in West Covina, CA. Fourteen members attended the meeting, the largest number attending the club meetings since they have organized. The host had recently completed his layout to the point where trains could be run. The layout measures 16 ft. x 16 ft. and has American S Gauge track and turnouts. The layout operates mostly AF and Lionel-AF equipment. The club membership list includes 31 members. New members in attendance were: Reggie Cunningham, Dan Kmet, Tom Mescher, Jeff Smith, and a guest Josh Bagby. Fred Ruby volunteered to serve as treasurer of the club, and Gene Capron volunteered to serve as the club photographer. Jeff Kruger was the host for the May club meeting in Altadena, CA.

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

EXTRA BOARD

GREETINGS

You are likely aware that S scale in the US was begun by Ed Packard of Cleveland Models who introduced his C-D (Cleveland Designed) line of 3/16" scale trains in 1937.

I have been researching the history of these trains since 2003 or so, and have collected a number of catalogs and other sources of info, as well as put together a small collection of C-D train items.

The main goal of this project is to produce an article(s) on C-D trains. I would also like to acquire examples of all C-D kits, engines and cars, which would make a great display at a convention or meet.

The assistance of fellow NASG members to further this project would be helpful. Perhaps a notice or ad could be placed in the next few issues of the *Dispatch*.

Wanted - NASG member seeks info on Cleveland Model C-D S scale trains. Desires to purchase catalogs, kits, paper and cardboard sides, built-up models, parts, etc. Article and display planned.
- Richard Douglass
360-720-9669, NASG member

SOUTHERN CALIFORNIA S GAUGERS

The April 14, 2007, meeting of the Southern California S Gaugers turned out to be a very important meeting for several reasons. First, the host of the meeting Don Stratton, displayed his recently completed layout. He is the second club member to have completed a layout since joining the club. The layout is 16'X16' in a 17'X20' room. Track is laid and the layout was operating during the meeting. Don used American S Gauge track and turnouts. Don estimates a little more than a scale mile of track. He is operating American Flyer and

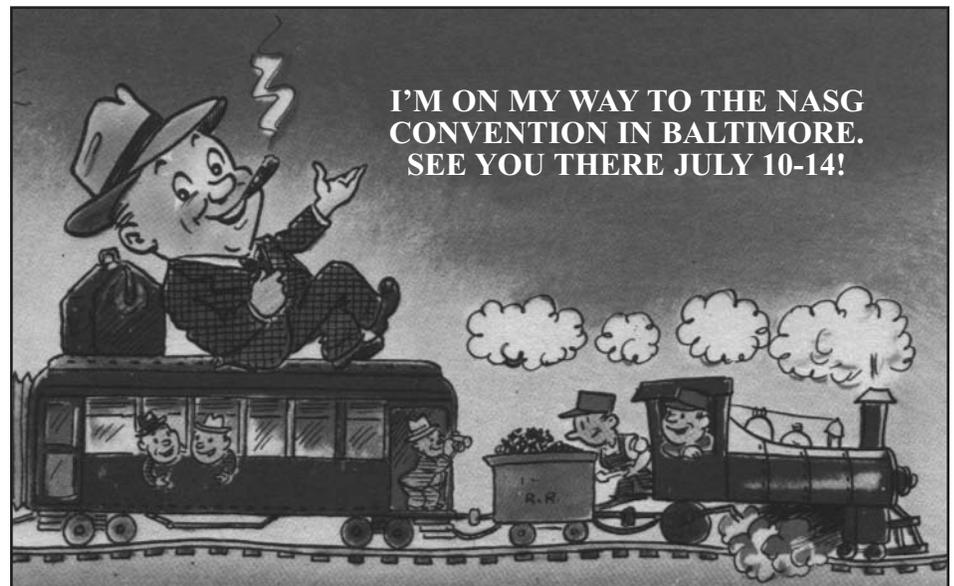
Lionel American Flyer hi-rail equipment. The second important fact is that the meeting was attended by 14, the largest number of club members. Attending the meeting were Dennis Bagby, Gene Capron, Terry Dillon, Jeff Kruger, Archie Mills, Jim Radke, Richard Rowe, Fred Ruby, Don Stratton, and Skip Swenson. New members in attendance were Reggie Cunningham, Dan Kmet, Tom Mescher, and Jeff Smith and a guest Josh Bagby. The club list is 31. A brief introduction was given by each of the new club members.

The final item of importance is that the club voted to implement a yearly \$10 dues. In addition a \$2 meeting fee was approved to compensate members hosting meetings. The annual dues are payable before June 1, 2007. Dues will be used for club projects. Fred Ruby volunteered to be treasurer and handle the petty cash. Calendar items covered in the meeting were Model Railroad Layout tour #6 - April 21. Flyer Fest West 2007 - May 4-6, in Sacramento. Fullerton Railroad Days - May 5-6, Fullerton. G Gauge Garden Railways - May 31-Jun 1, Ontario. Slim Gauge Guild Open House Jun 3 & 5 Pasadena. NASG Convention - July 10-14 in Baltimore Md., and the NMRA Convention - July 22-28 in Detroit MI. Gene Capron has volunteered to be the club photographer.

Following the business meeting Don Stratton had hi-rail equipment running on his layout. Terry Dillon and Jeff Kruger then ran scale equipment on the layout to test the American S Gauge track and turnouts to determine if there were any problems. The club will vote on which track to use for the planned modules. S Helper track sections were also available for testing. Tom Mescher, owner of American S Gauge, gave a presentation about the track and answered all questions. Tom indicated that American S Gauge track is available in sectional or flex track versions. Tom provided a fact and price sheet to the club for further reference. Jeff Kruger showed the module sample that Jeff Nelson constructed for the club. A construction worksheet was passed out to allow any club member to build the module on their own. An additional meeting will be scheduled for club members to meet and build modules. A notice will be mailed with the date and place. Jeff Smith was gracious enough to donate to the club the cost of building a corner module sponsored by Railmaster Hobbies. The next meeting will be Saturday May 12, 2007 at the home of Jeff Kruger.

YORK STATISTICS

Following are some interesting statistics provided by Mike and Linda Marmer on the S-Trains list.



April York 2007:

- Total registered: 14,235
- TCA members registered: 9390
- 1411 seniors over 10 years membership.
- 81 members disabled
- 185 members registered an RV.
- 103 new members joined.

S IN NON-S PUBLICATIONS

- May '07 *CTT*: Short article on AF coupler converter by Joe Deger.
- July '07 *CTT*: A six-page feature on the S hi-rail layout of Dick Kloes. Also an article on building an S and O hi-rail crossing.

BRIEF UK S HISTORY

From the UK website it seems that an Edward Bowness made a 3/16th inch scale Midland Railway 4-2-2 of mostly cardboard and entered it in a contest in 1896. Later, just after WWI, a Charles Wynne made some locomotives to S scale of cardboard and wood. S scale then was known as half-one (one-half of 3/8" scale). In 1935 there were a number of letters in the *Model Railway News* about the practicality of this Half-One Gauge. Then in 1937 a Halfone Model company was formed by Arthur Peake. The outbreak of WWII put an end to any commercial development in the UK at that time. During the war the Americans at an NMRA convention officially titled 3/16ths scale as S. After the war S scale in the UK was sporadic just like in the U.S., except that American Flyer toy trains gave the U.S. more of a commercial base.

S-CALENDAR

July 10-14, 2007: NASG Convention Baltimore, MD. Best Western Hotel, 410-033-9500. Tours will include layouts, Metro Shops, B&O Museum and more. convention website for info: www.baafc.org.

July 22-28, 2007: NMRA National Convention, Detroit, MI. www.nmra.org/2007/. Several S layouts on tour.

Sept. 2007 TBD: Annual Fall Get-Together sponsored by the South Jersey S Gaugers. Check with SHS or the South Jersey link at www.nasg.org.

Nov. 2-4, 2007: Fall S Fest, St. Louis, MO. New larger location - St. Louis Marriott Hotel near airport. www.trainweb.org/afsgsla/.

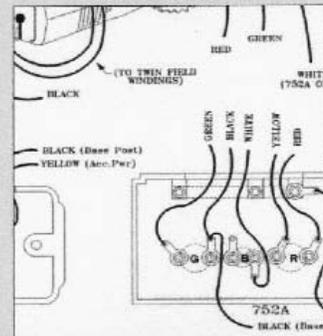
Feb. 14-17, 2008: 23rd Sn3 Symposium, St. Louis, MO. Ten Sn3 layouts, plus others, Manufacturers, clinics, contests, . Mariott St. Louis airport. 314-423-9700. Info, Jeff Boock 636-928-9969. website: www.sn3symposium.org/2008symposium

Aug. 5-10, 2008: NASG Convention, Lowell, MA. Details TBA.

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.

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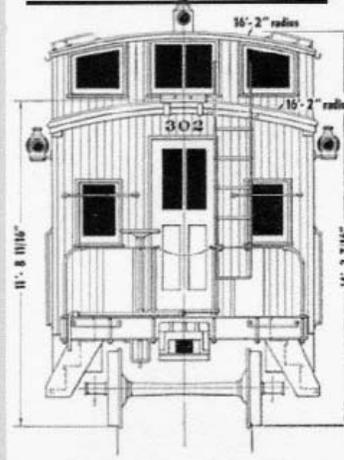


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Railmail cont. from page 5

table and neither did Fred or Jim, so... considering the looks of amazement and the praise-filled comments we got, you can interpret that as you will. One model manufacturer (Gary Wright of <http://www.wrighttrak.com>) even stated that he will be buying both HO and S scale versions of my forthcoming Seaboard Air Line Turtleback Box Car when they are released (hopefully before the end of this year). I took the HANDS-ON approach to increase the interest... allowing experienced modelers to handle my models to get a better look, and it seems to have made an impression on most of them. I even found out from my local hobby shop owner who appeared at the show that they are now stocking some S scale detail parts and wheelsets... mainly because of my interest... but this could be a step in the right direction to get some exposure.

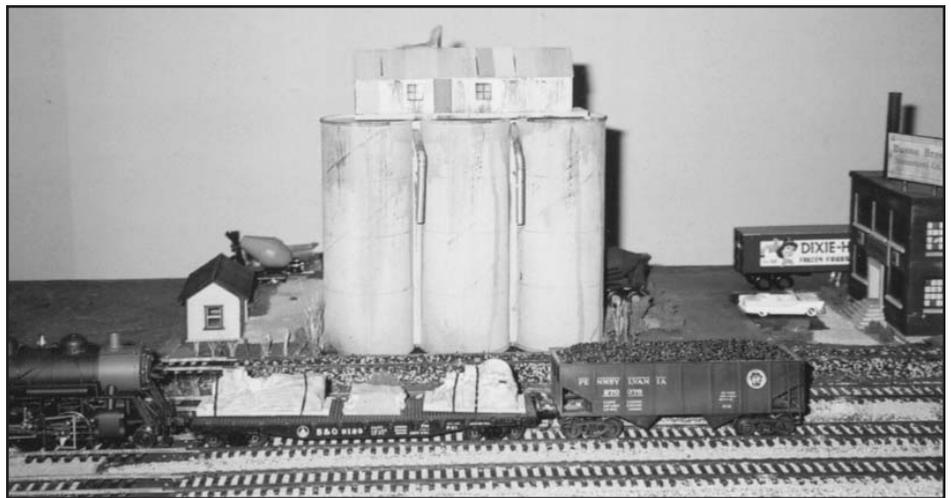
Anyways... I'm doin' my part... so I encourage the rest of y'all who are doing something to step it up a little, and those of you who aren't to get it in gear!!! Based on one comment I heard from one gawker, we need to remember that all these HO modelers are eventually not going to be able to work in HO scale due to the fact that none of us are getting any younger. Therefore a lot of them may someday be looking to step up to a larger scale. **O SCALE WILL BE THAT SCALE** if we don't start showing these folks what they obviously **DO NOT KNOW** about S... the very thing I have stated on my S Scale Promotional web page... "We ain't playin' with toys no more!"

John Degnan
Scaler164@comcast.net
Southeast Georgia S Scaler
My S Scale Promotional Web Page
<http://www.trainweb.org/seaboard/s-scale.htm>

Photos by Jeff Madden



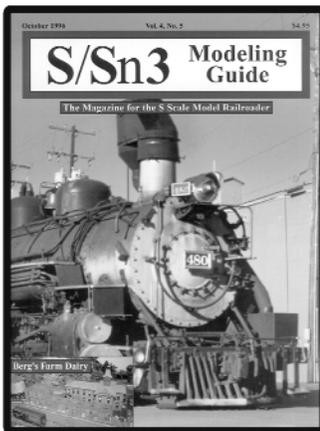
Miami Valley hi-rail layout corner as seen at the Spree



NOSS scale layout at the recent S Spree



Multi-scale tinplate layout at the Central Ohio O Scale club.



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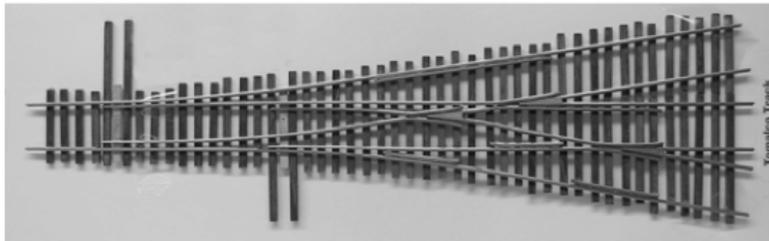
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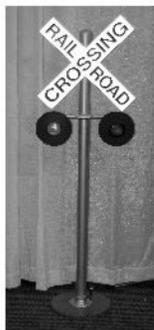
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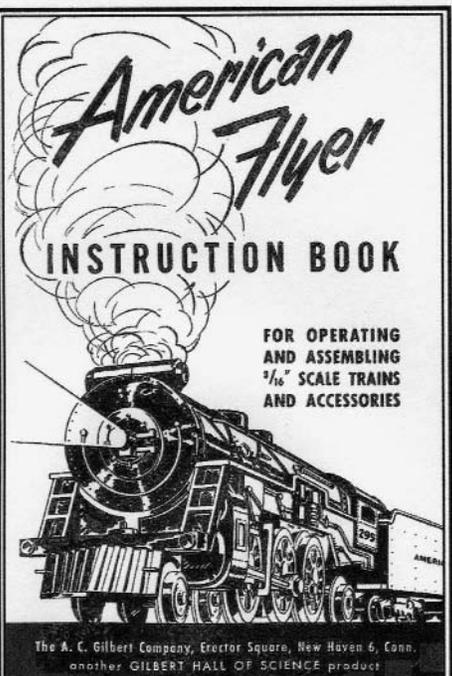


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