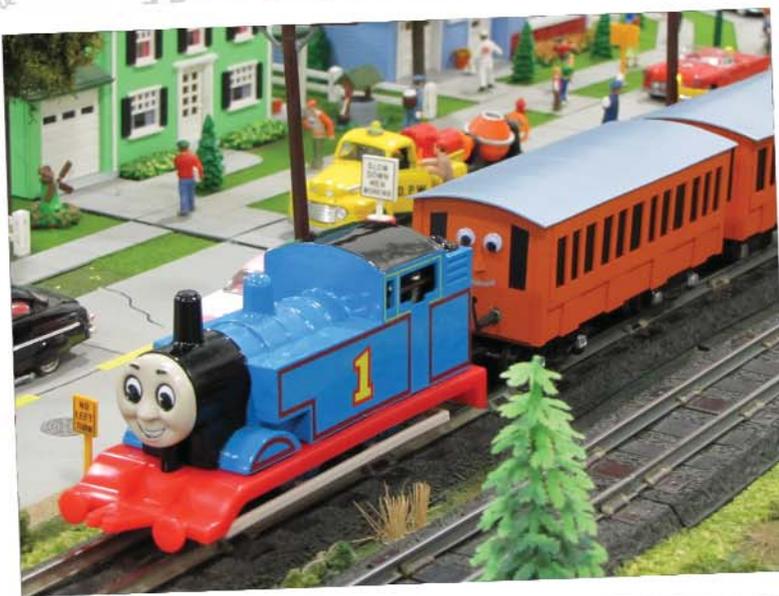


DISPATCH



*Progress
on the
Tennessee Central*

*A High
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10/2010

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Official Publication of the
National Association of S Gaugers

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

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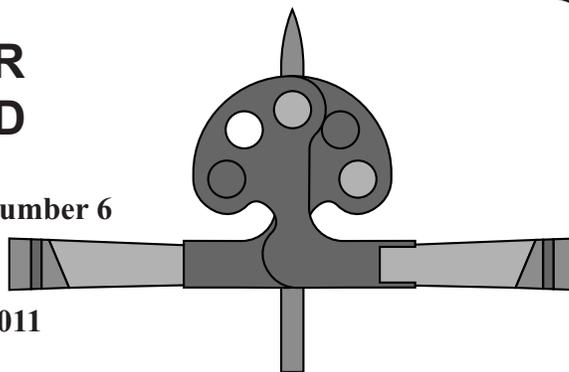
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COVER: Top AM FAs in the Tennessee Central scheme on Tom Robinson's hi-rail layout. Photo by Tom. Below Thomas the Tank engine and cars entertain the kids at the Milwaukee Trainfest. Loco is diecast with Casey Jones mechanism done by Badgerlander Ray Puls. The first passenger car is the tender. Photo Jeff Madden

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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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S RAIL MAIL

On S Great Model Railroads: First of all, while the main focus would be on "scale" S layouts in standard and narrow gauges to attract model railroaders from other scales, I think it would be unwise to exclude Hi-rail and American Flyer altogether. Hi-rail layouts are often very close to "scale" except for wheel flanges and coupler size. And a very well done American Flyer layout such as Barb Rudnicki's fabulous layout should be included as well, since it includes many realistic scenes. Many model railroaders know S as "American Flyer" and showing variations leading into "scale" railroading might be very helpful.

Second, I like your thinking on some of the ways to pay for publication and distribution, and agree that the most copies would end up in the hands of NASG members and other S people. However, it I think it would be unwise and unfair to pay for any part of it through NASG membership funds if there are no Hi-rail or American Flyer layouts as these members are a large part of the make up of both NASG and S as a whole. By ignoring everything but "scale" you are also ignoring advertisers of AF or Hi-rail products, therefore making it undesirable for them to buy advertising. Besides, being a "minority scale," we're not big enough to alienate anyone.

Third, why limit the effort to one book? How about making it an "Annual" as Kalmbach does, therefore getting a YEARLY exposure to all modelers? It could replace either the directory or a regular issue as you suggest and become an anticipated annual event for not only for NASG members (and a reason to join and/or stay in NASG) but S gaugers in general. How long do you think it would it be before an "Annual" becomes "collectible?" It took just two issues for the "On30 Annual" to do that for Carstens Publications.

Fourth, by limiting the issue to 64-72 pages, you cannot get 15 to 20 great layouts and the required advertising into a single issue and still treat the layouts with the text and photography deserved. Fewer layout would be morer practical. And once the book effort begins, you may be surprised how many more layouts you are made aware of that could be in the book. Unlike many hobbies, model railroading is an "invisible" hobby done in sape rooms, garages, attics, or basements. It's not like a new car that you can park in your driveway for all to see. At the hobby shop we were constantly discovering interesting layouts at customer's homes which few other modelers knew existed. There may be more out there than you suspect.

You might also consider including a club modular layout as well. Some of these are very good, and besides, the members of these clubs often have home layouts that would qualify as "great" too.

Finally, have you considered a dedicated website to act as a "Great S Layouts" online with the NASG badge on it? While the print media struggles to survive with ever growing costs, electronic

media grows at an astounding rate. I came somewhat "late" to computers, but the Internet sites, and e-mail contacts I have made since then make the computer my most important "modeling tool" with the Dremel now relegated to second place! Much as I would like all "how-to" books to be spiral bound printed versions for use at the workbench, we're heading toward electronic publishing, like it or not.

These are just some things to consider about such a project as you envision. I'm sure others will be commenting as well. Best of luck!

- Terry "Stumpy" Stone, Martins Ferry, Ohio #04R0173E
Exactly the kind of comments the BOT needs to see. Thanks. See, by stirring the pot, creativity arises. Ed.

More on October Editorial: I think that your idea for a new S Gauge publication is a great idea. I know that I couldn't wait to get Don Heimberger's magazines when they first came out and seeing the layouts strengthened my resolve to be more realistic. And, you are right, there are some great S gauge layouts that many of us who are already in the scale would like to see or see more of. At Trainfest, I picked up a copy of the *1:64th S Gauge Primer* that *Railroad Model Craftsman* had put out. It was interesting, but needed more in terms of layouts to really draw someone in.

Somehow we really need to catch the newcomers coming in or returning to model railroading. I've found that if someone is heavily invested in HO, N, or O they are unlikely to switch, even though they like our size. Where do people go when they are starting? Seems like we need more of a presence at hobby shops. However, unfortunately, most shop owners will push the stuff they have in stock. I think that we have to work train shows really hard and have good contact info for people to go to locally for help. We have recently pulled in a couple new guys at Stateline from the shows, unfortunately they are seniors like we are. But what the heck, still "new blood".

I do back the idea and would be glad to have a copy instead of the directory or one issue of the *Dispatch*. I also think that many of us would pony up an extra 5 or 6 bucks for a copy of something "S".

- George Sorensen

More on S GMR: Jeff, After reading your editorial concerning the publishing of a book of only S-scale layouts makes me wonder of the continuation of Membership. I am the proud owner of American Flyer S guage trains and your editorial wants to exclude AF from the book of layouts and the implication that AF owners should get their own layout book. For an organization seeking to further S gaugers, this seems to me a an attempt to split those who have any interest other than scale.

- Stanley Archer 96R0133C *No, not split. Maybe the last paragraph promoting an AF/hi-rail similar publication should have been higher up in the text. Unfortunately, we are still stuck with promoting both (or three) sides of S to the non-believers. I think the NASG also has to keep pointing out the current American Flyer that is available. Instead of the ideas I set forth in the last issue, maybe the BOT and Promotions will move toward expanding the "This is S" brochure featuring layouts of all types in S and thus promoting our scale that way. - Ed.*

S OS from... TOWER

by
Jeff Madden



We Need More Structures!

An oft-posed query to some manufacturers from modelers – “we need a blank, blank in S.” The manufacturer often asks the S modeler, “Which kit would sell?” Thus, the age old chicken and egg conundrum rears up again. The manufacturers know S scale is a minority scale. They know too that those that might buy their particular S scale structure kit are a minority of the minority.

The truth is that somebody who offers a structure kit has to walk a tightrope. How many kits? Will there be a return on investment? Can I afford ads in the S press? Can I afford to go to S shows? These are the limiting factors. Think back – where did we get most of our craftsman kits in the first place? Basically, Frank Titman and Lehigh Valley Models was a one-man show. Frank offered building kits – only in S. He advertised in the S press. He went to the S meets. He didn’t compete with himself by doing other scales. His kits are still available from Phil Kehr (K&P Brick). The LVM kits were old-fashioned card stock and stripwood kits with detailed plans – not easy to build, but they were really nice when finished.

The other craftsman kit manufacturers who dabbled in S were mostly marketing to the western Sn3 modelers. Some of these kits could be adapted to eastern and Midwestern standard gauge model railroads. These manufacturers included BTS, Finest Kind, PBL, Building & Structures, Banta and some others. Building and Structures under Pete Smith did offer a few more universal kits like the switch tower and the grain elevator. Bill Banta took over the B&S line and continued the S kits for a while. Some newer laser kit manufacturers (and some of the older ones) still dabble in S, but most have expanded their lines to cater mostly to the more popular scales – HO and O. This is good, but the personal touch has been lost as most S craftsman kit manufacturers just can’t or won’t attend the S events anymore. It’s obvious that we’ll have to continue to browbeat these manufacturers to make this or that in S.

Perhaps a new “white knight” will appear to do only S structures, and in particular, in the non narrow gauge market. I’m sure this “white knight” couldn’t make a living at this, but at least this producer might put in a consistent presence at S events and advertise in the S press.

This said, I still feel the “real” demand for S structures and bridges is for easy styrene kits or even RTR on the order of Walthers Cornerstone kits or Rail King structures. . I know we still have Plasticville and can kitbash other scales, but the real need is for S-specific structures and bridges in plastic at affordable prices.

I fear that even those of us who have boxes of LVM and various other S craftsman structure kits on the shelf may never be able to build them all. Like most of you I have a hoard of these. I try to only get kits that I plan on building, but eventually these will get weeded down due to changes in layout plans or perhaps because I pick up a built up kit at a swap meet.

My hoard of craftsman kits includes the whole gamut – LVM, BTS, Pine Canyon, DSL, Banta, Twin Whistle, Mountaineer Precision and others. I also have HO and O plastic buildings to kitbash including some Plasticville, MTH, Walthers, old Revell, etc.

All this is part of our S psyche. We’re scroungers by necessity and enjoy the challenge, but to widen the popularity of S standard gauge (or even S narrow gauge), we need some S-specific styrene structures and bridges as I said above. No, we’re not going to get Walthers, Atlas, MTH or others mass marketers of model structures to leap onto the S bandwagon. So I’ll suggest instead that our big 4 S producers – Lionel, SHS, American Models and S Scale America consider a few plastic structures and bridges to supplement their S rolling stock lines.

We all know the types of buildings we’re talking about – railroad lineside, engine houses, houses, barns, churches, retail stores, small town industries, a mine, etc. Simple bridges needed too.

If each of the above manufacturers would test the market with a couple of things each (hopefully not duplicated), that might start the ball rolling. Just think, you could buy a RTR thru girder bridge from SHS, a switch tower from AM, a plastic water tower from Lionel, and a freight house from S Scale America.

Maybe these guys could even use current producers like Walthers or MTH to do a kit in S – as long as they would assume the monetary risks. If expanding into structures and bridges proved successful then a lot of other things we crave would probably follow – like telephone poles, figures, more buildings, more bridges, billboards, etc., etc.

Well, this will suffice for this year’s Christmas wish list! - Jeff

NEW PRODUCTS REPORT

By Jeff Madden

ALTOONA MODEL WORKS: New from Altoona Model Works is the "Nanton Grain Elevator", a Canadian prototype featuring laser cut panel construction and base including the truck drop-off ramp.. Price is \$150 plus shipping and is available at <http://www.altoonamodelworks.net> Altoona Model Works also has 7 other S-Scale Structures available. Ed Sauers will be representing Altoona Model Works at future S-Scale shows beginning in 2012. Photo not available as of yet.

Also soon to be available are hydrocal cast single and double tunnel portals based on the B&O. They will be \$25 for a double and \$18 for a single. Contact Ed Sauers or go direct to website.

HUNTERLINE (www.hunterline.com). Seen at the Milwaukee Trainfest were two new S kits. One was a wooden Howe Truss bridge. The 86' foot one retails for \$115.00. There is a longer 170' one available. Also on display was a CPR snowshed for \$145. In space it takes up about 12" x 16".

LIONEL **LLC** (www.lioneltrains.com). At the Milwaukee Trainfest Lionel had a booth that displayed their newest S products including the Challenger and the U33C. See photos at right. At the Fall S Fest in St. Louis I managed to take a photo of pre-production pieces of the new FastTrack section. Note the photo at right with a FastTrack piece butted next to an S-Trax piece from S Helper. It appears they will match up as to roadbed height and rail size, but won't actually hook together.

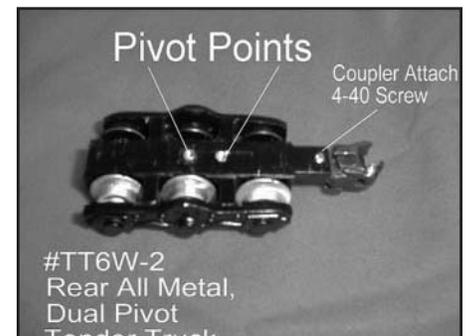
Also, the U33C, really looks good in person. Yes, the trucks and pilot sections are hooked together and do

swivel, but it's not as noticeable as I thought at first. Scalers, I'm sure, will just lop off the talgo coupler and glue the pilot sections up to the porches. Yes, scale wheelsets can be interchanged. Road names include Northern Pacific, Conrail, Southern Pacific, BN, GN and Erie Lackawanna. These have the Legacy sound system plus LED headlights, marker lights and numberboard. They will operate on Legacy, TMCC or conventional power. MSRP is \$439.99.

M2 AUTOAUTHENTICS (various discount stores and online distributors) has some new 1/64 cars and trucks. Other than paint schemes one new car includes a 1954 Buick Skylark convertible - one comes with top up in one series and one with top down in another. Two new tractor-trailers include one that has the '58 chevy tractor pulling an auto carrier letter for the 100th anniversary of Chevrolet. The same tractor also comes with a box trailer decorated with Chevy emblems. Note photo at right that NASG member David L. Tyner modified by peeling off the Chevy decals so it looks plainer. Just discovered a Ford auto carrier too - yellow Ford tractor, silver trailer w/'57 Ford car.

TASTY TANKER: T.T.O.S Southwestern Division and Nor-Cal Division of the Train Collectors Association are offering custom-run Lionel O gauge and American Flyer S gauge Wint-O-Green LifeSavers® tank cars. These are the fifth in a series of six

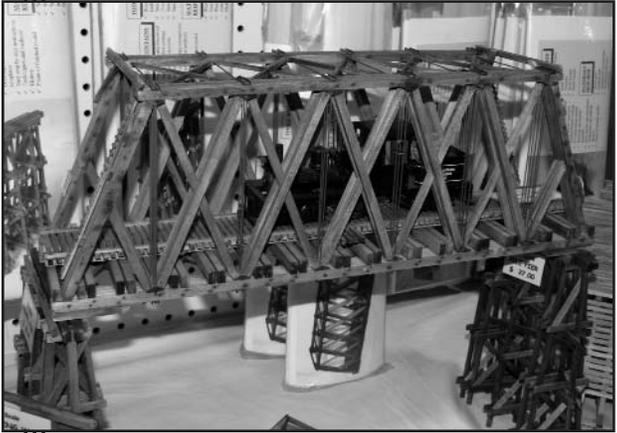
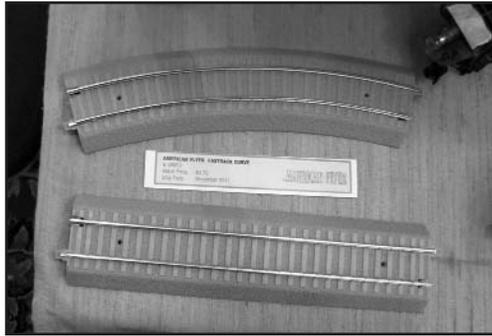
Cal-Stewart Meet souvenir cars decorated in LifeSavers® candy markings. (The final car is expected to be a smoking bay window caboose) The O gauge car costs \$61.95 plus \$10 shipping (add \$5.42 sales tax for deliveries within California). The S gauge car costs \$63.95 plus \$10 shipping (add \$5.60 sales tax for California deliveries). Order deadline is Feb 28, 2012 with deliveries expected in October 2012. Check or money order only, payable to TTOS Southwestern Division. Contact Bruce Lazarus, 4858 Dunman Ave., Woodland Hills, CA 91364-3820 Ph: 818-225-1710 or visit www.cal-stewart.org/products.htm



Above is LBR's AF rear all metal tender truck. LBR was in June issue. Web is www.lbrenterprisesllc.com Below is a better photo of the B&O I-1 caboose being distributed by the Supply Car LLC. Details last issue under Lake Jct. Models



WHAT'S NEW





SO YOU THINK YOU DON'T HAVE ROOM FOR A LAYOUT?

by Ted Hamler

Look up; you may see the answer for your desired layout. For years, I have often dreamed of having one of those large layouts with several buildings, many accessories, and literally long lengths of track on which I could pull super long trains behind a set of triple locomotives. I have never been fortunate enough to have a large room or basement to build such a layout. For years, I was content with my 4' x 8' layout and dreamed that one day I may have a large layout. I now have a large layout with a twist, which brings me to the purpose of this article. I hope this article will inspire some to the readers to start thinking outside the box of conventional layouts.

Unlike traditional layouts, my layout is not viewed from the outside looking inward nor is it viewed at the

typical height. Rather, one stands in the middle of my office to view the layout, which runs around the room 7'-3" off the floor. Modeling an elevated layout has challenges unlike those of conventional layouts, which I shall attempt to outline in words and photos. This was not my first attempt at an elevated layout. In 1988 when I dug out my old American Flyer trains after 25 years I constructed a layout around a 7' x 12' sunken den using 1" x 6" shelving that I ran for a couple of years until we moved again. In 1990, I built a conventional 4' x 8' layout that I operated until 2000 when we moved to New Mexico. The trains were once again packed away for nearly two years while we designed and built our retirement home.

I knew I would not have the space or a basement that would accommodate a traditional layout. Instead of using a commercial product like those featured in publications such as *Classic Toy Trains* for an elevated layout that would not meet my objective. I elected instead to design my office such that my new layout would run on a 12" wide southwestern plant shelf. The framing of the plant shelf utilized 2 x 4 framing, which has 3/8" OSB on the top for strength that provides a method of securing the track. The OSB was then covered with drywall for improved appearances. The corner section have 20" radius to go with the Flyer track and to improve the overall appearances. See the Drawing 1 for the details of the framing. The top of the plant shelf is 7'-3" above the floor around the 12' x



15' third bedroom that is use as an office. To make sure there was plenty of height for tall accessories I designed the room with nine-foot ceilings. I included a set of shelves and a switched outlet in the closet for train controls and two stereo systems. Included in the design was a 2" PVC conduit running from the base of the shelf into a closet in the northeast corner of the office that provides a path for all wiring between the elevated layout and the control panel. Finally, I installed a switched outlet in the corner just above the base of the shelf for rope lighting used to backlight the trains and illuminate the building and street scenes. (See Photo 1)

The track plan consists of a single loop of vintage 700 series American Flyer track powered by a single 300-watt #19B American Flyer Transformer. The track is secured to the drywall shelf by means of 5/8" wire brads placed on both sides of every third section. In addition, I used #693 Track Locks at each joint to make sure that tight connections were maintained between each section. Power is supplied to the track using four American Flyer #690 Track Terminals. I located each terminal in the center of each wall of the layout. I ran a #16-gauge wire directly from the transformer to each track terminal to aid in reducing any voltage drop. To make sure the trains operate smoothly I purchased a track cleaning car from S-Helper Service installed inside of a Great Northern boxcar. I run the track cleaning car around the track approximately 3 times whenever the track needs cleaning.

In addition to the single loop of track, 12 feet of additional Flyer S-gauge and Flyer/Gilbert HO track are located behind the American Flyer mainline on elevated glass shelf along the south wall for a static cabooses display. A short section of the Gargraves track is located in the southeast corner behind the mainline for a static display of the 1934 American Flyer 9901RT Pioneer Zephyr Passenger Train. On the east wall is a static siding using several sections of American Flyer S-gauge track to display a Burlington Northern GP-20 and cabooses, an American Models CB&Q S12 Switcher, and several American Flyer cars. I could have had a passing siding or two on the layout but opted to use the space to create city street scenes, rural, and railroad yard areas in order to utilize many of the Plasticville building and accessories in our collection.

As stated earlier accessories were a requirement for my layout, which includes the following. #755 Talking Train Station, whistling and horn billboards a #768 Sam the Semaphore, several boulevard lights, a #768 Shell Oil Depot, three #760 Automatic Highway Flashers, a #772 Water Tower, a #773 Oil Derrick, two floodlight towers, and a #23769 Aircraft Beacon.

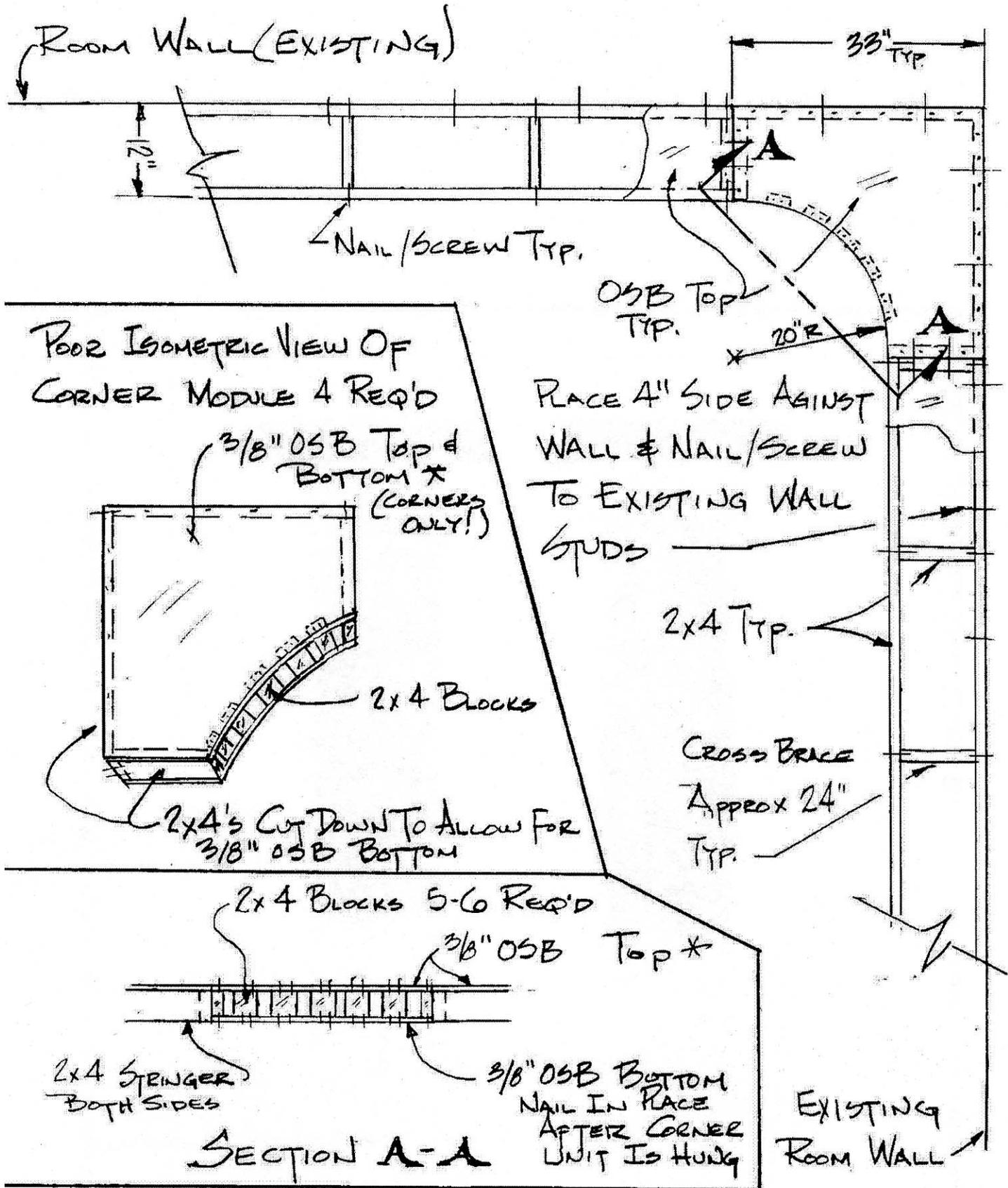
All of the buildings are primarily vintage Plasticville buildings, which are not glued or weathered to maintain their collectability. All buildings are mounted on either a four or six-foot lengths of 6" wide x 1/4" thick plate



glass. One-inch thick foam blocks are used to support the glass to elevate the building so they can be seen behind the trains and running under the glass is rope lighting used to illuminate the buildings. The town is populated with nearly 100 Plasticville Citizens. Vibration caused by running trains the hard surface coupled with using glass to elevate buildings and people could cause some of the buildings and people to fall off the glass shelf landing on the track. To solve this problem I used a sticky wax product called Mini-Hold from Scenic Express. All of the wiring streetlights, accessories, and sound systems are run on the top of the layout under the 1/4" glass shelf with the rope lighting.

Vehicles are a mixture of vintage 1950-60's cars and trucks along with newer Hot Wheels, Hartoy, and Ertl vehicles. The roadway runs on the outer part of the shelf between the loop of track and the edge of the shelf. The roadway itself is constructed of 1/8" thick balsa wood and construction paper I painted flat black to represent





* CAN USE 1/4" OSB OR PLYWOOD

NOTE: THIS DESIGN IS BASED UPON COVERING THE ENTIRE FRAME WORK WITH DRYWALL!

asphalt pavement.

I can run trains from my postwar Flyer collection, however, currently I am running a single train that is a little over 25' long. The train consists of three American Models U25B locos that include two Burlingtons and a single Great Northern. The 28 car freight train is my attempt to show the entire group of railroads that have been merged together to form what is now the BNSF. The road names on rolling stock include CB&Q/Burlington Route, Spokane Portland Seattle RY, Great Northern, Northern Pacific, Frisco Burlington Northern, Santa Fe and BNSF. Approximately one-half of the cars are postwar Flyer while Lionel/Flyer, S Helper Service and American Models cars make up the remainder. I have modified some of the postwar Flyer cars by changing loads and road names, which was accomplished by using S scale decals by LBR Enterprises LLC. On a rare occasion, I remove my freight train to run an American Models Chrome AA, E8 locomotive with sound with a set of four chrome American Models Budd passenger cars all of which carry the Burlington Route insignia and names to represent the California Zephyr.

The trip around the layout begins on the east wall that contains the railroad and industrial activities one would find in any active city. Structures and accessories include a Plasticville switch tower, American Flyer Shell Oil Depot, Water Tower, Oil Derrick along with the static siding. In the southeast corner, the scene begins to change into a rural setting that incorporates an Aircraft Beacon, Floodlight Tower, and Sam the Semaphore. Along the south wall, displayed on an elevated glass shelf is a HO siding that contains all of the HO cabooses produced by Flyer/Gilbert. The S-gauge siding located directly behind the HO siding contains the balance of my complete collection of all of the postwar Flyer cabooses. In the southwest corner, the scene changes starting with a rural farm scene that gradually moves to a city residential area along the west wall. The northwest corner is where the #755 Talking Station is located used to separate the residential area from the business district located on the north wall. As the business district approaches, the northeast corner a marching band with sound approaches Marx school. The northeast corner is back to the beginning with the hub of railroad activities that include hobo shacks a loading platform and the switch tower.

To add additional realism I have two tape players as part of my control panel. One of the tape players plays sound effects tape that include city and rural sounds such as cars blowing their horns, dogs barking, chickens clucking, and farm machinery. The speakers are concealed in the northeast and southwest corners behind the switch tower and the red barn. The speakers for the second system that provides music for the marching band are located in the TV station and the Marx school. As a final touch, I modified my BN bay-

window caboose to add a miniature color closed-circuit TV camera that peers out the rear window. Located on a small table is a 13" TV monitor that allows one to pretend that they are riding in the caboose looking out of the rear window as travels down the miniature rails of my elevated American Flyer S-gauge pike named "The Q".

As many modelers know, a layout is never 100% complete as there is always something to improve on. Recently I have toyed with the idea of having an active siding so that I could run two trains on my single loop. Then again, maybe I could remove nearly all of the scenery and have two complete loops with a little scenery in the four corners. Neither option appeals to me, as I really do not have a place to display my Plasticville collection nor my extensive Flyer caboose collection. I have thought about acquiring some Mini-Craft building that would replace some of the Plasticville building on the layout however; I like the warm glow of those Plasticville buildings. I thought about acquiring some postwar rubber roadbed and using it in conjunction with my series 700 Flyer track to deaden the sound, however I like the rumble of trains running over plywood that brings back good old memories. I have given some thought to replacing my existing track with the newer track offered by American Models, S Helper Service or Lionel/Flyer Fastrack for better operation although I have not experienced any operational issues for the last eight years. The main drawback to my conversion to the new style track is a lack of track trips for my #760 Flashers. Finally, I have given thought to either painting clouds on the wall behind my layout for a more realistic appearance of purchasing scenic background modules from Scenic Express.

Now that I have stated my case for an elevated railroad along with some options I believe this type of system may be right for you if do not have space for a traditional layout.



HARRIMAN to NASHVILLE the S GAUGE TENNESSEE CENTRAL by Tom Rbinson • photos by the author



In order to make this journey on the S gauge version of the Tennessee Central Railway you must use your imagination and utilize many “what if’s”.

What if:

1. The Tennessee Central Railway was still operating from Harriman to Nashville on the Eastern Division and from Nashville to Hopkinsville, KY on the western division.

2. The Tennessee Central has been allowed by the L&N and the NC&StL to access Nashville’s Union Station.

3. The Grand Old Opry is still held at the Ryman Auditorium on Saturday night and your favorite stars are still performing there.

4. The old Southern League class AA baseball league is still in operation with the Nashville Vols playing at Sulfur Dell ballpark.

5. Continental Trailways is still providing bus service in competition with Greyhound Lines. Eagle coaches are still being produced in Brownsville, Texas.

6. American Motors is still producing Hudson, Nash, Rambler, Jeep, Gremlin, Hornet, and Pacer vehicles. You can still see an occasional Kaiser, Packard, Studebaker, Willys or even a Crosley on the streets and highways.

7. Buildings in these Tennessee communities are

similar to those presently available in 1/64 scale.

8. I-40 between Knoxville and Nashville is still just a dream, and AMTRAK does not exist.

After making those assumptions imagine that you are working in Knoxville and have just gotten off work on a Friday afternoon. You have put in a strenuous work week and are ready for a weekend trip to Nashville with your family for two days of well deserved relaxation.

Arriving at the Southern Railway station in Knoxville your party boards a general service Pullman car attached to a consist pulled by a S-Helper F3 AB unit on the Southern subsidiary H&NE for the overnight trip to Nashville. Arriving in Harriman the car is transferred to the TCRY train #3 pulled by American Models FA 801 and 801-B. Since its warm during the summer months the FA’s without steam generators are assigned to some passenger runs. After getting a bite to eat you settle in for a good night’s sleep. While you are sleeping the train makes scheduled stops at Emory Gap, Rockwood, Crossville, Cookeville, and many other towns along the Eastern Division before arriving in Nashville. You are well rested and in time to check in Saturday morning at the Hermitage or Andrew Jackson hotel and have a hearty breakfast.

Getting an early start you walk to the Trailways bus station and board a charter Silver Eagle for a morning tour of The Hermitage, historical home of President Andrew Jackson. Arriving back in the downtown area it is time to board a transit bus for an afternoon baseball game at Sulfur Dell. I believe that today's contest is between the Nashville Vols and the Birmingham Barons. The Baron fans back in Birmingham are listening to Gabby Bell broadcast the game from the ticker tape report. They may even be enjoying a Falstaff or Champaign Velvet ("CV for Me" according to Gabby) while listening. Your party enjoys peanuts, hot dogs and your favorite beverages at the game. Hopefully the Vols are the winners.



Returning to your hotel you have just enough time to enjoy your supper and walk the few short blocks to the Ryman auditorium for the Saturday Night Opry. If you were lucky you enjoyed performances by such stars as Roy Acuff (he may have even sung Tennessee Central No. 9), Loretta Lynn, Minnie Pearl, Grandpa Jones, Hank Snow, Hank Locklin, Lester Flatt & Earl Scruggs, Johnny Cash, George Jones, The Carter Family, Lonzo & Oscar, Porter Wagoner, Dolly Parton, Earnest Tubb, Tammy Wynette, Dottie West, Kitty Wells, Charlie Pride, Bill Monroe and many others. During the live broadcast on WSM you receive instructions as to when to applaud. One of the sponsors of the Opry is Martha White Flour. Before and after the show you can visit with the stars in the alley behind the stage as they relax in their motor homes or Eagle coaches. If you were tuned in to WSM you could hear their nightly broadcast of the L&N south bound Pan American passing the radio station bound for Birmingham.

Arriving back at the hotel you turn in just after midnight. You are awakened early on Sunday morning in time for a good breakfast and trip back to Union Station just in time to board the TCRY train #2 at 8:00 am for its morning run eastward to Harriman. The motive power is again FA 801/801-B pulling a consist of heavyweight passenger cars. You notice that TCRY RS-3 251 powering train # 9 is loading on track 1 for its scheduled westward departure for Hopkinsville, Ky. At the rear of that train is observation café car # 10 with a

large U-shaped lunch counter to serve troops bound for Ft. Campbell, Ky. Leaving Nashville, train #2 skirts the TCRY Southern Junction Yard where you view the TCRY roundhouse and turntable. There Consolidation 219, Mikado 703 and Pacific 2064 steam locomotives, as well as FA 802 and RS-3 255 diesels have been serviced and are awaiting their next assignments.

The trip to Harriman takes over six hours with scheduled stops at Lebanon, Watertown, Carthage Jct., Baxter, Cookeville, Algood, Brotherton, Monterey, Mayland, Crossville, Ozone, Rockwood and Emory Gap. As the train struggles up the 2% to 3% grade over Silver Point Hill you are glad that the B unit is part of the motive power. This stretch requires the use of the ex Norfolk and Western 2-6-6-2's TCRY nos. 1341, 1385, 1390 or 1396, requires helper engines, or doubling to handle east bound heavy freights. Much of the track on the Eastern and Western Divisions passes over both low and high wooden trestles. Piney Creek Trestle near Westel, Tn. is 117 ft. tall and 1401 ft. long. Approaching Rockwood, the train passes through the Westel tunnel (the only tunnel on the TCRY) bored through Walden's Ridge. In Rockwood, a long steel trestle supports the tracks over the iron works and blast furnaces. Arriving at Emory Gap you observe TCRY Pacific 2064 waiting on the siding, with a mixed freight bound for the TVA steam plant at Kingston. That train contains both TCRY and L&N hoppers from Tennessee and Kentucky coal mines. Before leaving Emory Gap your train is serviced, turned on the Y, and backed across the 1500 ft. (including approaches) Emory River Bridge to the Southern Railway station in Harriman. You arrive around 2:00pm in time to board the Southern for the return to Knoxville. After the weekend in Nashville you are ready for a good night's sleep before returning to work on Monday.

I hope your imagination was active and that you enjoyed your weekend excursion on the S Gauge Tennessee Central Railway.

Layout Statistics:

Size: 15 by 16 ft.

Track: American S Gauge code 172 flex track from Classic Trains of California (375 ft.) Roadbed: ¼ in scale Vinylbed or Flexbed from Hobby Innovations of Mountain City TN.

Turnouts: Sixteen Am Flyer 720A, and ten Am S Gauge 27 in radius turnouts with Tortoise switch machines. All turnouts are power routing. Power: Four Am Flyer 12 B 250 watt, one Am Flyer 9B 150 watt, three Am Flyer 8B 100 watt, and 1 HO DC transformers. (Total: 1,450 watts of AC power).

Control System: Lionel TMCC/Legacy system with CAB 1 and Cab 2 controllers. Included are five TPC 300/400 Track Power Controllers, two Block Power



Controllers, seven SC2 Switch Accessory Controllers, one Action Recorder, and one Dalle/S Helper Locomotive controller. All tracks, turnouts, accessories, blocks, and reverse polarities, are controlled from the CAB 1 or 2's.

Wiring: 12 gauge common ground, five 14 gauge track bus wires, two 14 gauge 15 volt accessory circuits, four 14 gauge 7-15 volt lighting circuits, and one 25 amp 12 volt rectified DC circuit. All wiring goes from the power supply to the buss board, to the bus circuit wire, and then to the track or accessory. All wires are color coded and connected to labeled barrier strips on the buss board and at the accessory or turnout. Numerous relays, rectifiers and resistors are used to provide control. Over 5,000 ft of 14 gauge wire has been used in constructing the layout.

Motive Power: Am Flyer by Gilbert & Lionel, American Models, S-Helper Service, Atlas (HO background RS36). FA & B's, RS3's, Consolidation, Mikado, and Pacific engines have been painted and lettered for the Tennessee Central.

Rolling Stock: Am Flyer by Gilbert, Am Models, S-Helper Service, Crown Models, Lehigh Valley Models, and Downs. All are high rail, but with scale KD or S-Helper couplers. Over 30 hoppers, livestock, covered hoppers, tank cars, box cars and cabooses have been painted and decorated for the Tenn. Central.

Passenger Cars: American Models heavyweights and Am Models/NASG Pullmans. All Southern and Ten-

nessee Central cars have been enhanced with seats, hand painted passengers, diaphragms, and custom lettering. Because of the Flyer turnouts remaining on the layout most have retained their hi-rail knuckle couplers. One café car has been kit bashed to represent the TC observation/café car #10.

Structures: Am Flyer, BTS, DHL Shops, Lehigh Valley Models, Pine Canyon Models, NASG, Plasticville, Portlines, Scenery Unlimited, kit bashed HO, and others.

Scenery: Hard shell, built from crumpled up newspaper (removed when hydrocal has set) covered with two layers of hydrocal impregnated cloth, a coat of Sculpta-mold, finished with Woodland Scenic scenery products. Rivers and ponds are of an epoxy resin.

Bench work: L-girder construction with 2 by 2 inch legs all cross braced, 1 by 3 girders, and ½ in. plywood sub road bed. Table top is 36 in. high. Second tier 44 inches.

Vehicles: Ertl, Hartoy, Johnny Lightning, Racing Champions, Scenery Unlimited, and HO ones in the background.

Figures: (over 700) Am. Models, Arttista, Ertl, MTH, Scenery Unlimited and others.

This layout may be available for an open house before or after the NASG Convention next summer.



Here are two scenes showing much progress on Tom Robinson's hi-rail layout. It now is themed to represent the Tennessee Central, a Fallen Flag road. Tom's layout and track plan were previously featured in the Dec. 2005 Dispatch. *Photos by the author.*

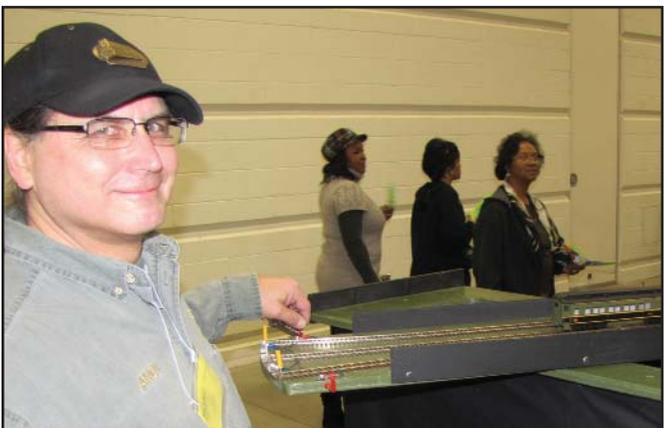




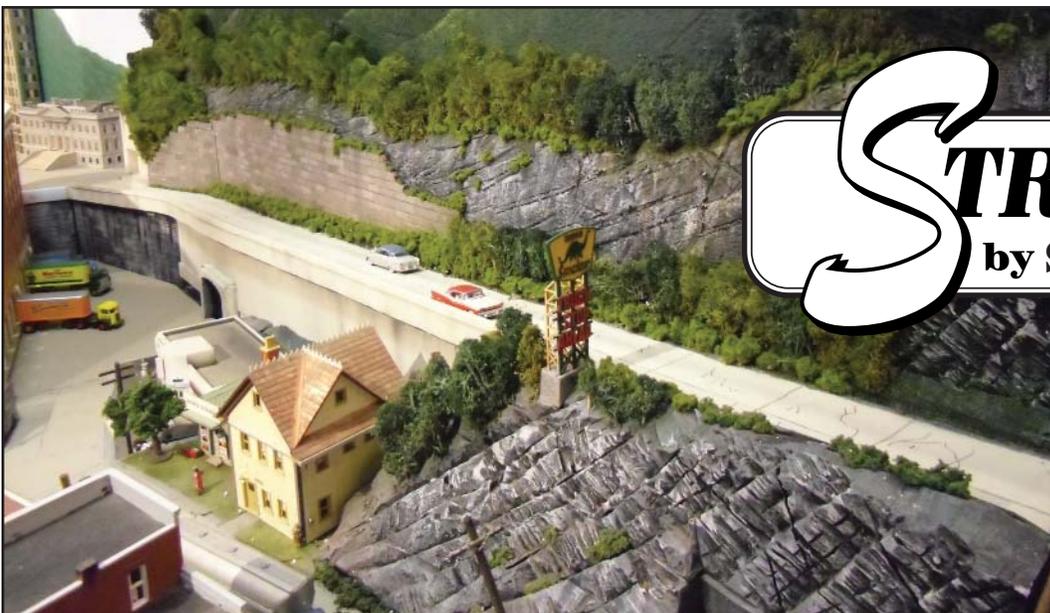
SPIKES

S-Pikes seen at the 2011 Milwaukee Trainfest. Above are the “Bridges of Larry Blank” - on a very well done diorama which is part of a home layout. Other pix on these two pages depict the “Best of Show” Freemo layout of the S Scale Workshop from Canada.





Jim Martin (middle) guards the combo “staging yard”, “Sector Plate”, “turntable” thingee at one end of the workshop layout. Andy Malette demonstrates the movement. Right below - Pete Moffett operates the yard at the other end. *Photos Jeff madden*



S TRACKS

by Sam Powell

At the right Sam Powell explains the scenic stages of creating Mount Washington and the steep valley hillsides giving his layout the "Pittsburgh" look.
Photos by Sam Powell

Building the Mount Washington backdrop, or - One Step Back and two Forward

One of the really great things about model railroading is the fact that you can always go back and do things over when we are not happy with them. This means there truly are no mistakes. We are only learning as we go. As the “new” Penn Creek Valley progressed, so did a few new ideas and skills. As it turned out, one of my new scenery ideas surfaced about two years ago. Since the “new” Penn Creek Valley is now almost 8 years old, there are some sections of the scenery that reflect old ideas, and will need to be redone in time. One such upgrade is the subject of this issue’s column.

The upgrade in question is the view block that separates the town of Rook from the “other side of the mountain”. Until this Summer, “the other side of the mountain” had no plan. It was the last frontier as they say. It was still the Plywood Central RR. After making the trip to Pittsburgh last Summer, I was inspired to tackle upgrading the already scenicked side of the view block. A view block existed, but it was a relatively poorly executed, painted set of hills. The color was “wrong” and the profile was wrong. It was in need of improving for sure. I was also inspired by the trip to create a scene for “the other side of the mountain” We will not see “the other side of the mountain” until the next issue, but both sides of this view block were done at the same time. Following this issue’s text is a photographic documentation of the Rook side of the view block.

The Mount Washington ridge on the south side of the Monongahela River, is a fairly famous view looking south from downtown Pittsburgh. Many visitors travel up on the incline railway so they can look back on the city skyline. The southern suburban city of Rook, PA is on the far side of Mt Washington from down town Pittsburgh. Mount Washington is thus not visible from Rook. Still, I could not resist including an homage to that look on the layout, and the view block behind Rook called out to be modeled after the face of Mt. Washington.

The new scenery technique I have developed while building this version of the Penn Creek Valley uses 1” thick extruded Styrofoam insulation standing vertically. Using foam is not new, but how I texture and paint it is, at least to me. In this application it is used to represent back ground mountains. The thing I do differently from what I used to is to texture the foam surface with the teeth of a common crosscut hand saw after the foam is cut into a mountain profile with a standard hand held jig saw. This textured profile is then painted with a dark green craft paint, and highlighted with lighter greens painted to create both tree tops, and ridge tops running down the hillside. This foam back drop piece is then slid between the 3-d scenery and the backdrop. The effect is actually quite convincing. It is very hard to tell where the 3d scenery ends and the backdrop surface be-

gins. The textured, painted foam fools the viewer into “seeing” those distant mountain ridges that stick up above the nearby hills and trees in mountainous country.

In this case, there are four layers of foam, each 1” thick. The rear most one serves as the back drop mountain profile for “the other side of the mountain”, which is seen from the back side, and not Rook. The next one represents the upper ridge as seen from Rook. The two nearest to Rook represent the nearer ridge tops, and the retaining wall and cut stone faces, all seen from Rook. The needed textures are scribed into the foam face with various utensils. For the masonry work I used a common pencil to scribe mortar line, and a ruler to keep things straight and plumb. For the stone faces, I used a combination of hack saw blades and serrated knife blades to hack and cut the faults and breaks in the stone. And a hand saw was used to texture the foam to represent foliage. Then, common craft paints were used to paint these surfaces to represent the proper material being represented. Last, the vegetation is represented by a combination of ground foam and lichen. The lichen is held in place by pushing round tooth picks into the foam, and pushing the lichen down over the tooth picks. I used to paint the tree trunk toothpicks but no longer do, as you cannot really see them through the fairly dense lichen texture.

This was not an easy thing to motivate myself to do. After all, that spot on the layout did already have some scenery, and it not look terrible. And, I would have to lift large chunks of the removable scenery off the layout in order to make the changes, and not replace it until both sides of the view block were complete. This was essential because the layout was simply too wide at this point for me to reach across. This worked had to be done off the layout, and then put in place. This meant a certain amount chaos was going to descend upon the layout before things were back together. For about a month the aisles were full of lift off parts of scenery, and running the layout was virtually impossible. But, armed with the photos I had taken of Pittsburgh, a stack of extruded styrene insulation, a few hand tools, a box of craft paints and brushes, and a large shop vac, I proceeded to take things apart, and rebuild. Because I took photos of this project as it was progressing, I am able to show you step by step progress on the scene. Photos are better than words to illustrate the process. I am very pleased with the final product, and would not hesitate to take on such an upgrade again. There are several sections of the layout now crying out for an upgrade.

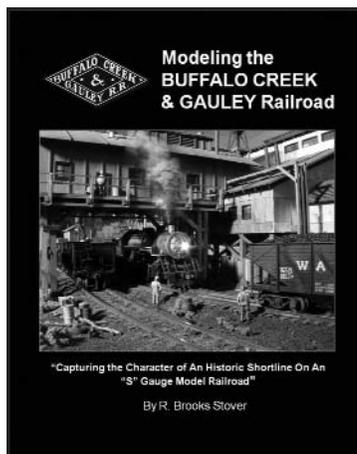
If you have an older section of your layout that you need to bring up to speed, I hope you get the courage to get going on it. Next issue will show the process used to build the scene on “The other side of the mountain” from Rook.

- Sam

Modeling the Buffalo Creek & Gauley Railroad

by Brook Stover

A Book, Review - By Sam Powell



A model railroad is a compromise from the word go. Every aspect of the miniature creation is less than perfect in too many ways to count. So the question is not, “Will this be a perfect representation of the prototype? The more appropriate question then becomes “Where do I draw the line in order to facilitate completion of the model pike?” How do we go

about finding satisfaction in a hobby field sort of obsessed by perfection and doing it right? In order to deal with this internal conflict we must first set a clear goal for what we are trying to accomplish on a larger scale. This book is about how Brooks resolved these conflicts as he planned and built his S gauge Buffalo Creek and Gauley RR, and what his larger goals were.

The subtitle of the book kind of says it all: “Capturing the Character of An Historic Shortline On An S Gauge Model Railroad” Capturing the Character of is the key phrase here. Brooks has done a beautiful job of doing exactly this on his model railroad and of explaining the thought processes that got him to the current state of the railroad in relatively short order.

Over the last 25 years or so Brooks has been making a name for himself as an excellent S gauge model railroader in countless articles published in S gauge publications and in the general modeling press. He has become quite an ambassador for S gauge. We have also seen his talents grow as the years have passed. He started his modeling career displaying modestly modified tin plate trains and has moved slowly but surely towards producing one of the finest highrail S gauge model railroads in existence. If you do not look closely, you would not see, or believe that the locos and rolling stock are highrail. The art of his modeling makes the highrail wheels a non-issue visually. His latest contribution to the hobby literature is a treatise on how he planned and built his latest model railroad. Reading the text and looking at the photos are a treat indeed. I found it quite inspiring and suggest you will too.

This book is a must-read for anyone currently building or planning a model railroad in any scale. The book is not a “how to” book, but a “why and what to” book. There are plenty of “how to” books out there that will

tell you “how to” do every aspect of model railroading from scenery to steam locomotive construction and detailing. But there are few books that help model railroaders sort through the myriad choices one confronts when trying to get a model railroad planned, built, and operational. In *Modeling the Buffalo Creek & Gauley Railroad* Brooks goes about explaining the philosophy he applied while planning and building his, by now complete S gauge BC&G model railroad. He completed it with minimal commercial products available for the BC&G. In the book Brooks deals with all the major areas of consideration one chapter at a time, and discusses what products were available commercially, and how he chose to modify them to suit the S scale railroad he was creating.

If we are planning or building an actual model railroad, and not simply collecting trains, regardless of the scale, we as modelers are constantly making choices between building “the finest contest model possible” and getting the railroad finished. So we face difficult decisions every step of the way. Many if not most of us have been guilty of sliding down the slippery slope of detail and accuracy at the expense of ever getting our railroads finished. Placing every rivet and window in exactly the correct place on a passenger car can be a tempting rabbit hole to run down. I have done it myself, and these excursions have slowed the pace of construction on the layout. This is not to denigrate the efforts of passenger car devotees. That is their choice, and modeling precisely accurate passenger cars is what makes them happy. Many passenger car lovers don’t want a finished, operational model railroad, and, that is OK. A corollary to this hold up would be that of waiting around for a specific prototype to be produced commercially before we can commit to modeling the railroad of our dreams. Brooks makes it clear that not having a precise model for the BC&G was never a block for him in his planning. Good enough always allowed him to move forward with his larger plans. This book is for those of us who do have dreams of finishing a model railroad some day and then seeing it in operation.

Most aspiring model railroaders start out with high hopes, and high standards but after 5 to 10 years find ourselves with a partially finished, partly scenicked, partly running railroad with maybe a dozen prizewinning models placed on it somewhere, separated by vast expanses of plywood. Not only has Brooks avoided this pitfall completely, he has built a stunningly beautiful, and visually faithful representation of a, by now, fairly well known prototype. The current wider familiarity with the BC&G is partly due to Brooks and his friends’ efforts to make known what a perfect prototype the BC&G is for modeling.

As you read Brooks’ book, you read over and over the underlying philosophy of “good enough” that helped him through the process of getting it done. And at the same time, you read the thinking behind his aesthetic

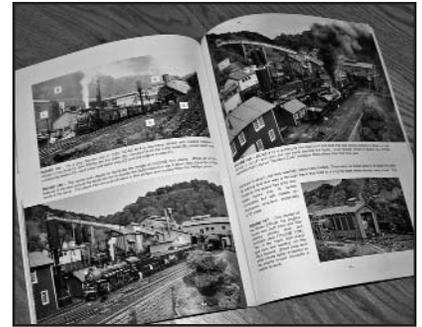
principles that allow him to create a wonderful visual representation that simply overwhelms the inaccuracies that Brooks consciously chose to allow on his layout. This repetition will in time seep into your consciousness and you will begin to think in a more focused, purposeful way as you proceed with your own hobby efforts.

In addition to the text, the book is full of beautiful color photos of his railroad. These photos nicely bear out his contention that, when all is said and done, "good enough" wins out over incomplete and unfocused "perfection". Brooks' modeling philosophy is what makes his model railroad such a terrific creation. His modeling skills are adequate to building neat and complete models, but he makes no pretense at being a world class modeler, although I think if that were his priority, he could do that. What he does do is manage to maintain balance, and to keep the goal of the complete railroad in sight as the guiding principal in everything he chooses to do. With each prototype he needs to represent on the layout he discusses and then describes his model of it. He describes how he sets for himself a clear limit as to how far he is willing to go in creating the prototype faithfully. If strict accuracy takes too much time, he makes it clear he will not compromise the goal of completing the railroad. If this means having the wrong number of windows in a passenger car, then so be it, as long as the model at a glance looks like the prototype. Finishing the railroad always takes priority. I wish to

point out his number one priority is a model railroad that runs well. That is never compromised.

To find out how the other issues are prioritized on his Buffalo Creek and Gauley, you must read the book yourself. There is simply much too much information therein for me to think I could do justice to it in a review. It is my opinion that the evolution of fine modeling that has taken place over the last 50 years has, in an unexpected kind of way, worked against the completion of a complex model railroad. I have always felt the philosophy of "good enough" has its place and when done well produces "excellent" results. Brooks Stover's Buffalo Creek and Gauley goes a long, long way towards supporting that choice. I once again recommend this latest offering from Brooks, one of the most admired model railroaders in any scale today. I have found it personally inspiring towards the goal of finishing and improving my own Penn Creek Valley, and I think reading it will inspire you in your model railroad aspirations as well. Thank you Brooks for taking the time and effort to put this together for us.

Sam Powell



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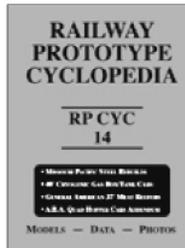
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NASG 2012 Convention

August 7-11

GET YOUR ChooChoo to Chattanooga

Chattanooga Tennessee- home of the historic Chattanooga ChooChoo Hotel, will be the site of the N.A.S.G. Convention in 2012. The dates are Tuesday, August 7th through Saturday August 11th, 2012. Chattanooga is located in eastern portion of Tennessee near the Georgia border. It is about two hours north of Atlanta, via Interstate 75. It is also accessible from Interstates 24 and 59. Providing convenience and a high level of client satisfaction, the Chattanooga Metropolitan Airport offers many of the benefits that travelers have come to expect from larger airports. Delta, Allegiant Air, US Airways Express and American Eagle provide regular flights to major cities such as Atlanta, Charlotte, Chicago, Dallas, Detroit, Orlando, Tampa, Memphis and Washington, D.C.

Since its Renaissance in the 1990s, Chattanooga has become a hotspot for family fun and entertainment. Some of the most recognized and enjoyed attractions in the area include The Tennessee Aquarium, the IMAX theatre, Rock City, Ruby Falls, the Incline Railway and the Tennessee Valley Railroad. Outdoor family activities include the Chattanooga Zoo, Lake Winnepesaukah and the Chattanooga Market where food, crafts and entertainment can be enjoyed from around the region. Known as the "Gateway to the Deep South," Chattanooga is rich in Civil War history. Visitors and residents alike relive the battles for Chattanooga at Chickamauga, Lookout Mountain and Missionary Ridge, as well as in local museums.

The host hotel, the Chattanooga Choo Choo, is conveniently located off Interstate 75 at 1400 Market Street. Room Rates for the convention are \$101/per night for a room in the hotel itself or \$169/night (rail car) plus taxes. Please make your reservation by calling the Chattanooga ChooChoo Hotel at either (877)-872-2529 or (423)-266-5000 and ask for the NASG rooms and rates

The First 250 PRIME registrants will receive a convention bag (a manly sports bag, but women will love it too!) that can carry several pieces of rolling stock. Don't Delay. Sign up Today

Convention Tours: (see registration form for rates)

The Lookouts: Join up for an evening of AA Baseball, as we cheer on the local Dodger affiliate, the Lookouts. A small but modern stadium offers seats close to the field (Lower Box seats for \$8, such a deal!). In an atmosphere you've got to enjoy (sitting with all your model train buddies). **THIS EVENT IS ON THE SCHEDULE!** The Chattanooga LOOKOUTS take on Mississippi. Get your reservations in early for this one. No refunds for rainouts, **Chickamauga Turn:** Experience a "turn" with the Tennessee Valley Railroad Museum as we take you to historic Chickamauga, Georgia. This trip will last approximately 6-1/4 hours (10:00am - 4:15pm*) and includes a 1-3/4 hour stop (layover in railroad lingo) in Chickamauga from roughly 11:55* until 1:45*, and a shorter layover at Wilder Tower in Chickamauga-Chattanooga National

Military Park during the return trip to Chattanooga. (*Times can vary slightly.) Layover time allows passengers to stroll through the quaint one stoplight downtown area, visit the Chickamauga Depot which houses a regional history museum and large model train display, or walk a block or two to view the Gordon-Lee Mansion (history link) and Crawfish Springs city park. Downtown Chickamauga has several antique and variety shops as well as a few small restaurants and coffee shops. Watch out for the Civil War cannons that stand guard over the main intersection in town! A uniformed Civil War reenactor rides the train to point out areas of interest and relay interesting historical information. Please note that this trip is primarily about the train ride experience and the historic nature of the route and destination. The scenery along the route is secondary as portions of the line traverse a diverse variety of views into Americana. The train travels through pre-Civil War Missionary Ridge Tunnel and later passes Chickamauga Battlefield enroute to the Town of Chickamauga.

Visit Lookout Mountain: Lookout Mountain is the perfect destination for out of the ordinary experiences and amazing natural beauty. Lookout Mountain Attractions include three top rated world famous natural attractions that showcase the natural beauty of Lookout Mountain and views of the Chattanooga Valley. Create memories you'll treasure! Visit Lookout Mountain, and join in on the "Lookout Mountains of Fun"! Ride the Incline Railway the world's steepest passenger railway.

Riverboat Lunch Cruise: Enjoy a delicious lunch on our sight-seeing riverboat cruise. We serve a buffet lunch which includes deli meats, cheeses, breads, condiments, homemade baked beans, homemade cole slaw, potato chips and Chattanooga based Moon Pies, soft drinks, iced tea and coffee! After lunch sit back and relax as you enjoy the informative commentary in the climate controlled riverboat or join us on the promenade deck for a breath of fresh air. This is a experience you won't want to miss!

Chattanooga Attractions: Model Railroad Museum For train enthusiasts of all ages, the Model Railroad Museum, started in 1973 as a joint venture between the Chattanooga Area Model Railroad Club and the Chattanooga Choo Choo, is a definite stop when you visit the Choo Choo. One of the least expensive, yet most fun of the Chattanooga Attractions. Enter a miniature world portraying, in fact and fancy, Chattanooga and the Cumberland Mountain country. This model railroad was built in HO scale, which is 1:87 scale. The museum will be available to registered attendees all week. Just show your badge.

QUESTIONS: Contact Dave Blum at Pikesvillemodels@Yahoo.com

For more details, forms, etc. visit the NASG website: www.nasg.org.

BRANCH LINES

News and Notes from S Gauge Clubs • By Dave Pool

The Connecticut S Gaugers (CSG) set up and operated their modular layout at the Cheshire High School Ram Band Train show on Nov. 20, 2011. The set up was coordinated by Steve Kutash, V.P. of the club, in charge of the module displays with the help of newly elected VP Paul Krause. Bob Davis is scheduled to host the club for their Dec. 3, 2011 meeting in Old Lyme, CT. Bob has a mostly-sceniced S high rail layout that includes a carnival, cemetery, and mountain scenery with custom wood trestles.

The Pittsburgh S Gaugers (PSG) members are planning to upgrade and maintain both layouts by changing scenery items and upgrading the electronics. The Nov. 19, 2011 meeting of the club was held at the home of Lou Templeton in Hickory, PA.. The next Coffee & Trains meeting will be on Dec. 16, at the King's Restaurant, in Harmerville, PA. The club set up and operated a layout at the Greenberg Train Show on Nov. 12/13, 2011.

The Baltimore Area AF Club (BAAFC) club members met at the home of Paul Possinger, on Oct. 9, 2011, in Martinsburg, West VA. (*my, my - my old home town - Ed*) for their monthly meeting. The club has recently installed commercial backdrops on their layout set up. For eight years (including this one) in a row, the club has operated a layout at the B & O RR Museum. On Dec. 1-4, 2011 the club will have their layout at the Museum. The club planned to display their layout at the TTOS Train Meet, on Dec. 11, in Earleigh Heights, MD and the Johns Hopkins Hospital, in Baltimore, MD, on Dec. 17. The Club's annual holiday dinner is scheduled for Dec. 15, 2011 in Westminster, MD. Members Paul and Russ Love volunteered to host the club members for a meeting on Jan. 14, 2011.

The Carolinas Div. of the Atlantic Coast S Gaugers (ACSG) participated in 12 shows in the past year, including a five-day show two weekend show in Mauldin, S.C. and the C & O Historical

Society Show, in Clifton Forge, VA. The club members have constructed a new highly portable 5 ft. x 9 ft. modular layout that can be operated at one-day shows, children's hospitals, etc. The layout is extremely light-weight, easily assembled in 30 minutes, and is transportable by one person. The new layout can run three trains at the same time, and incorporates seven buttons for viewers to operate accessories on the layout. The club members have 11 shows for the forthcoming year, including the Raleigh, TCA Train Show, the C & O Historical Society Show (February, 2012), and the Harrisonburg, VA. Show in early May, 2012. Club member Joe Haenn distributes info on the club activities.

The Miami Valley S Gaugers (MVSG) set up and operated their layout at the Dayton NMRA Train Show, Dayton, OH. on November 5/6, 2011. Larry Beam agreed to serve as chairperson for the upcoming **Spring S Spree to be held in May, 2012**. The club set up and operated their layout at the historic toll house at Veteran's Park, Germantown, OH. on Nov. 1-3, 2011. Club member Jon Goins coordinated this event. The toll house has no heat, so accommodations were made to insure reliable operation of the layout. The club members are planning for the forthcoming Spring S Spree to be held on May 4/5, 2012 in Dayton, OH. The club recently welcomed a new member, Herndon Cummings, of Kettering, OH. Previous member Tim Benner has rejoined the club. Club member Larry Beam is coordinating attendance at the club's Christmas dinner, scheduled for January 7, 2012 at Mary Jane Gable's house.

The Southeastern Michigan S Gaugers (SMSG) brought and operated their display layout at the Lansing Train Show on Nov. 20, and the Div. 6, NMRA show at the Livonia Senior Citizens Center on Nov. 27, 2011. This event is oriented toward scale operations. It was good to let the NMRA members know that there are other modeling scales than HO.

The club planned to set up their layout at the Monroe Train Show, on Dec. 18, 2011. Club member Tom Hess was scheduled to host the club for their January, 2012 meeting, in Northville, MI.

The Northern Ohio S Scalors (NOSS) held their Nov. 27, 2011 meeting at the home of Joe & Dawn Jansky's, in Bedford, OH. The club holiday party is scheduled for January 8, 2012 at the home of the Henning's.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their Nov. 11, 2011 meeting at the home of Scott Pilarski, in Wildwood, MO. The Dec. 9 meeting was scheduled to be held at the home of Gary Brandenburger in Florissant, MO. Moe Berk coordinates the club events and Gary Mueller edits the club news letters. The club recently established an e-mail address, at: afsgsla@sbcglobal.net Over 20 club members helped install the Great Christmas Train Layout at the Macy's downtown store. The trains are operating from 9:00 AM. to 9:00 PM. each day until after Christmas. Club members volunteered to visit the layout and perform desired maintenance on a daily basis.

The Kansas City S Gaugers (KCSG) attended the Front Street Train Show on Nov. 27, 2011 and had table space to sell their unwanted train items including trains from the Tom Thomason collection as being offered by Paul Stevens. The club 4 ft. x 8 ft. layout was set up and operated at the show. Club members will also have a holiday display at Union Station, adjacent to the Rail Experience at the North end of the waiting room which will include vintage AF trains, and other decorations. The club has a permanent layout featuring three loops of S track that is maintained year around by club member Roger Ketterman at the Union Station.

The Badgerland S Gaugers (BSG) had two layouts as usual at the annual Trainfest in Milwaukee that hosted a record 23,000 plus on the November weekend. Another Badgerland member, Larry Blank, also displayed an S diorama. The club's annual Christmas meeting was held on Dec. 5th at the Merton, WI Community Center where two presentations were made, one by John Dornfeld and one by Bob Ristow. Even the recuperating Art

Doty was able to attend. The club is actively working on the 2012 Fall S Fest to be held at the Marriott Hotel in Waukesha, WI.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) have been discussing the idea of having an S gauge RR car produced, possibly one in commemoration of the club's 45th anniversary in 2012. The car that could be produced was discussed, and whether the car would be for the club members primarily or as a money making project with sales to other than members of the club. The IESGAPN welcomed a new member, Eric VanPelt, from Burlington, WA. NASG member Dick Karnes referred Eric to the club. The club members

planned to meet on January 14, 2012 at the Golden Corral Restaurant, Spokane, WA.

The Rocky Mountain High Railers (RMHR) have received requests to display their layout Lookout Junction III at several shows and train meets as follows: World's Greatest Hobby Show, Salt Lake City, Feb. 4-5, 2012; River City Modelers Train Show, Spokane, WA. on Feb. 19, 2012; and the Train Show in Evanston, WY. on August 3-5, 2012. All three events will be considered by the RMHR members and proper response sent to the requesting organizations.

The Southern Calif. S Gaugers (SCSG) set up and displayed their layout at the LA County Botanical Garden,

Palos Verde, CA. on Oct. 29/30, 2011... Don Stratton is President of the club. Jeff Kruger is the coordinator of the club activities and ably edits the club newsletter which is distributed via e-mail.. The club plans to host the 2013 S Fest West show, and plans are formulating for the event. 500 mile trip to Sacramento, CA. to display their layout at the National Train Show in July of this year.

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

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Whom and where they are:

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NASG Web Site: <http://www.nasg.org>
NASG Web Site Director: Jim Breshanhan
jbresnahan@cablemo.net

FALL 2011 S POTPOURRI



The 8-hatch reefer is a product being produced by Andy Malette. Here it sits by an ice house on the S Scale Workshop layout at the Milwaukee Trainfest.



Again on the S Scale Workshop layout Andy Malette's CN Pacific wanders by a rural scene. There must have been an oops with the logs that pinned the motorcycle.



The engine house area is a work in progress on Bob Nicholson's Shabonna Railroad. All that striping on the diesels is a real challenge



Another view of the highly detailed S Scale Workshop Freemo layout. This module was created by Jim Martin



Do you recognize these two S pioneers? Left is Jerry Schnur and right is Bob Ristow as seen at the Fall S Fest at St. Louis. Photos this page Jeff Madden



A creative meeting arranged by Rick Wade for the Badgerland S Gaugers was to see the PCC trolleys of the Kenosha (WI) Transit System. Left to right - Ron Schlicht, Gil Brunk, Rick Wade and Ray Puls



This was one of the few scenic highlights of the late Chuck Porter's layout. Track was code 100, mostly hand laid. *Photo by Jeff Madden*



On a family visit to Michigan I managed a detour to Brooks Stover's BC&G layout where I actually operated an empty coal train returning to the mine using the wireless NCE throttle. Brooks acted as brakeman. Two other operators were there as well.

Photo by Brooks Stover

RailMail cont. from page 4

AF Book: I like the idea of publishing an American Flyer book or magazine. It should be all 1950s vintage and layouts with no scale S equipment used.

- Michael Moore, CA

On Book Idea Again: We definitely need a book as you describe. I would make it S scale and hi-rail combined to highlight different layouts. The S scale folks can ignore the descriptions of AF and hi-rail layouts as they choose.

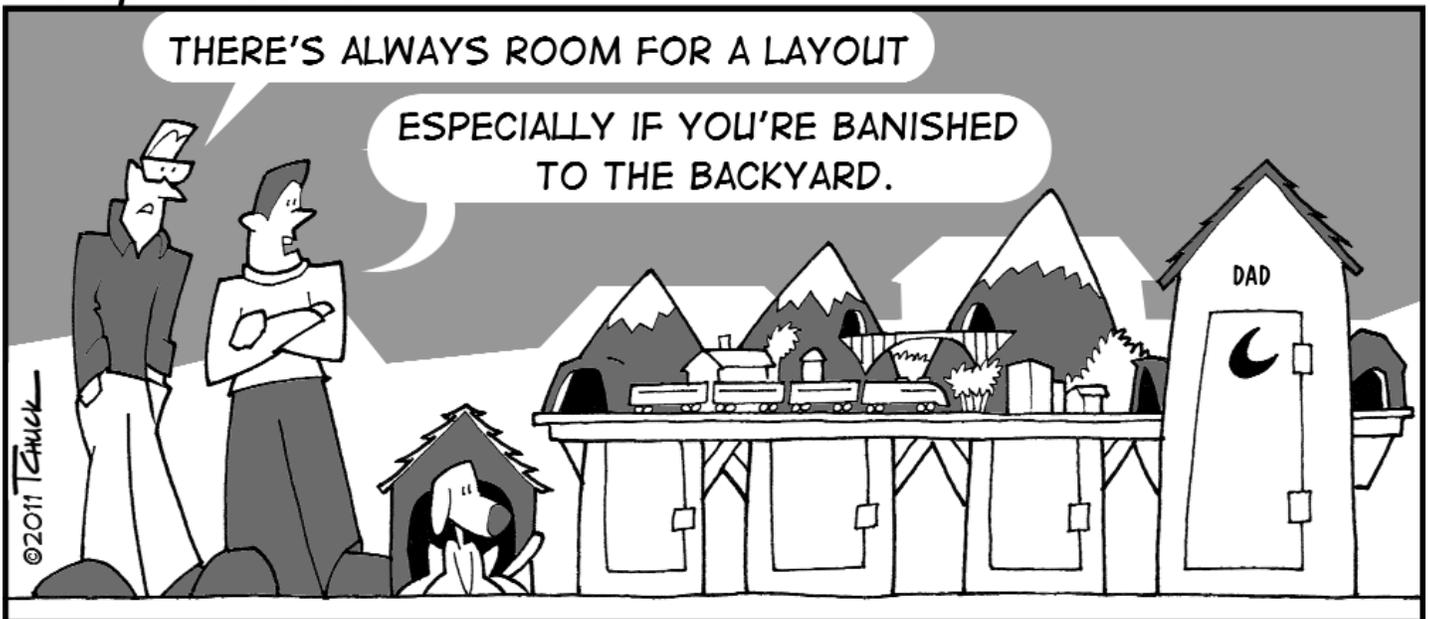
- Dave Pool, CT - *Again I just threw out the theory of*

an S scale/Hi-rail book or magazine AND ALSO an AF/Hi-rail book or magazine - to market to two different markets. Maybe they could alternate years or???
Ed

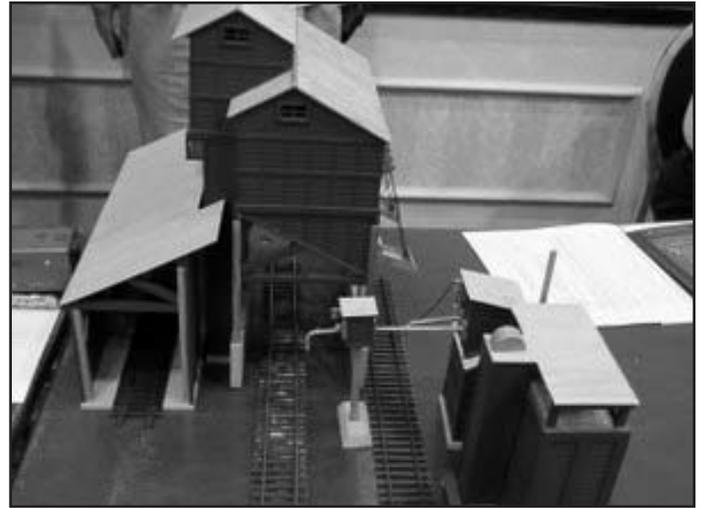
Magazine Idea Supporter: I especially like Jeff's idea about producing a "20 Greatest S Layouts magazine like the Kalmbach *Great Model Railroads*. I would love to see coverage of fellow S Scalers' layouts and the exposure for S to the mainstream modeling world would be fantastic. This is an idea we shouldn't allow to be side-tracked.

- Butch Holtgrieve, OK

Asleep At The Switch



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



Interesting contest entry at the Fall S Fest - mostly two Plasticville coaling towers spliced together with some added roof pieces and perhaps pieces from a third coaling tower. -Photo by Jeff Madden

FALL S FEST 2011
ST. LOUIS MO
Trick or Treat Observations
 by Jeff Madden

For October 27-30, 2011, it was back to the St. Louis airport Marriott for the annual gathering on Halloween weekend. So far I've made all 5 St. Louis Fests - '95 (Collinsville, IL), '99 and 2003 at the Holiday Inn and 2007 and 2011 at the Airport Marriott. In addition, in St. Louis, I've been to an NMRA convention, the NASG Convention in 2007 and an Sn3 Symposium.

Everything at the Fest was well organized as usual thanks to Moe and Rita Berk and crew. The table spaces were sold out, crowds were decent, and there were the usual clinics and train races. What made this Fest unique was the coinciding last two games of the World Series being held right in St. Louis with the Cardinals being the ultimate winners on Friday night - lots of hooping and hollering and red shirts and hats around the Marriott and at nearby restaurants.

The other excitement in the sales hall was the displaying by Doug Peck of actual samples of Lionel's new 4-6-6-4 Challenger, the U33C diesel and some Fast-Track pieces. From my cursory inspection all items should be winners. The Challenger has scale proportions, unlike the Big Boy, and looks detailed enough for most S modelers. The nit-pickers might not be too

happy with the molded part of the tender trucks, but this appears easily fixable. The U33C displayed was in Northern Pacific paint and also looked very detailed and of scale size. The drawback for the scalers was the pivoting trucks and pilots, but this appears also to be an easy fix. Actually, the pivoting trucks and pilot are not really that noticeable.

As usual the Fest was meeting old friends, buying, selling and talking S. Flyer dealers dominated the hall, but plenty of scale was available. I had lots of estate items for sale and these moved pretty good. Behind my table was an old-timer many of you might remember - Bob Ristow of Wisconsin Central Models. He had lots of old kits that folks were pouring over and purchasing - see, kits still sell.

The banquet on Saturday night was entertaining as usual with guest speaker Ken Anderson of Indiana giving a nice talk on Abraham Lincoln and his involvement with railroad promotion. Oh yes, we did have the Joe McDokes traditional movie after an unexplained absence last year. And yes, there is always somebody at the banquet who hadn't seen it before. I still think we need an updated version in color with American Flyer trains and other actors - hey maybe this could be a Fall S Fest project.

There were lots of dealers from a distance too - Gary Clark, Doug Peck, Tom Hawley, Ron Bashista, John Royal, John Vanacore, etc. American Models was the only major manufacturer present though. I or-

dered one of the Fest cars, the CB&Q TOFC flat car produced by American Models. I only got half - the flat car - trailer to come. I feel bad for these manufacturers and their product delays 'cause it's not their fault. I'm still waiting on the NASG 2010 convention car and the last S Fest car, but I'll be patient.

I took the long way home in order to stop in Fort Madison, IA, to see Bob Nicholson's layout. I skipped all the St. Louis and Illinois ones as I had seen most of them several times prior. On Sunday I followed Rt. 79 on the Missouri side of the Mississippi and managed to chase a BNSF freight all the way to Hannibal where my wife and I enjoyed a Maid Rite sandwich and some home-made root beer at the Mark Twain Dinette - umm good.

It was a treat to visit with Bob Nicholson. I understand some Minnesota boys stopped too. He ran a few trains with his smooth running diesels, a real mixture of manufacturers - reworked Alco Models RS-3s, Enhorning Fs with Wabash Valley shells and some others. He has a neat sort of expanded switching layout with lots of unique home-made turnouts. Not much scenery yet, but Bob, being a retired railroader, naturally prefers operation. Since Bob is one of S's pioneers, you can notice a lot of Flyer conversions - both passenger and freight cars. No criticisms here - they looked great. Then it was a long ride home in the dark.

EXTRA BOARD

TRAINFEST 2011 REPORT

Trainfest 2011 was different this year concerning S scale - there were 4 layouts instead of the usual 2. And, 23,764 folks were in attendance to see them.

For as long as I can remember the Badgerland S Gaugers have had their hi-rail layout at Trainfest. Eight or 10 years ago a second club layout - the AF tinplate one built mostly by Ron Schlicht - was added.

But this year the popular fest had 2 additional S layouts - both scale. In addition to the regular Badgerland S layouts, Larry Blank, a Badgerland member, brought a large diorama which is part of his home layout. Plus, all the way from Canada the Canadian **S Scale Workshop** brought their extensive L-shaped Freemo layout.

As to manufacturers and dealers Heimbruger House Publishing was there, and Lionel, Hunterline and GS Laser had some S too.

The Canadian Freemo layout was unique in that it was point-to-point using a turntable at one end and a pivoting, rotating, sector plate at the other end. Most of the power operated were CN brass running on code 83 rail.

I'm sure the Canadian trio of Andy Malette, Pete Moffet and Jim Martin were pleased with the attention they got, and as confirmation they were awarded the Best In Show award for layout.

The layout was completely scenicked and almost all structures and bridges were scratchbuilt. Nine friends from Ontario and Quebec form the "workshop", with the 3 mentioned traveling to Wisconsin. You can check out their website by typing in S Scale Workshop.

The other highlight of the show for

S was the loan of a new 4-6-6-4 Challenger by Lionel to run on the Badgerland hi-rail layout. It ran flawlessly and was a real attention grabber. Thanks to Joel Lebovitz and Will Holt of the CASG for bringing thier TMCC and Legacy throttles so running the engine was no problem. It was hoped to test out the U33C too, but the sample there wasn't set up yet.

S certainly had a good showing at one of the biggest train shows in the country.
- Jeff

1:64 MODELING GUIDE GOING TO AN E-ZINE...

Good morning. I am pleased and excited to announce that the 1:64 Modeling Guide magazine will be converting to an e-zine effective with Volume 12, Number 1, which will be the Winter, 2012 issue. This marks the end of the print edition of the magazine, which began as the "S/Sn3 Buyer's Guide" back in 1993.

This is obviously a big change for the magazine and I did not make this decision lightly. The fact of the matter is that the current business model is not working and changes are needed. In addition, there are many advantages to publishing electronically including lower production and distribution costs, which will be passed along to subscribers and advertisers alike.

The new subscription rates are \$21.95 for 4 issues and \$39.95 for 8 issues. Individual electronic issues will cost \$5.95 each. There are two advantages right there: lower subscription prices and uniform pricing world-wide!

Subscriptions will continued to be accepted via PayPal (be advised: renewals will be auto-recurring), or by check or money order.

The Website (www.1-64Modeling-Guide) has been updated to include the new subscription rates. In addition, a new "e-Zine Transition" but-

ton has been added. I encourage you to visit the site and click on this new button for more information regarding the conversion. This section will be updated as needed, so please check back from time to time. As always, I thank you for your continuing support of the only S SCALE oriented publication. Please feel free to contact me if you have any questions not answered on the Website.

Bob Nalbhone
Editor & Publisher
1:64 Modeling Guide Magazine
RLN Publishing

S IN NON-S PUBLICATIONS

- *CTT* Dec. 2011: Six page article by roger Carp on Jack Lantz's AF layout with a Christmas theme.

- *CTT* Jan. 2012: 1-pager on AF No. 647 NP refrigerator car and a 2-pager by Raymond Kruczek about a pre-war O gauge Flyer set.

- *NMRA Magazine*, Dec. 2011: Six page article by Brooks Stover on the history of the Clark side-dump gondola and how he scratched one in S.

DEPT. OF CORRECTIONS

Custom Trax: The website in October's New Products column for Custom Trax was incorrect. It is www.custmtrax.com - not custom!

Passenger Car Report: On page 7 is a product announcement for Don's 60-foot passenger cars. Some of the information is wrong and/or misleading. The S&H should be \$12.95, not \$10. The last sentence is almost all wrong or, at best, misleading. The kit does not include plastic railings, truss rod wires, underbody detail, roof detail, couplers nor trucks. All of those things must be supplied by the buyer. The buyer also needs to supply turnbuckles. The kit does include steps, brake wheels and the stanchions (queen pins).

I caught all of this because I did a product review for Don that has yet to appear. The castings are absolutely gorgeous. I had only two



The new American Flyer 4-6-6-4 Challenger in action on the Badgerland S Gaugers' modular layout at the Milwaukee Trainfest in November. It ran flawlessly, smoked well, and sounded authentic. This time Lionel did themselves proud and produced new dies in true 1/64 scale. Several roadnames are available besides UP.
- Photos by Jeff Madden

Feb. 9-11, 2012: OS West 7, largest S scale meet west of Mississippi. Clinics, S layouts, layout tours, swap tables, early bird adm. \$25 before Dec. 31. Hyatt Regency, Santa Clara, CA. Reservations 800-233-1234. Info: <http://www.oscalewest.com>. Contact John Gibson - gibson@myfam.com or 916-580-5444.

Feb. 16-18, 2012: Sn3 Symposium, Sandia Courtyard Hotel, Albuquerque, New Mexico. www.Frolin.net/Sn3-2012/info/registration.

May 4-5, 2012: 25th Annual Spring S Spree hosted by the Miami Valley S Gaugers. Crossroads Expo Center (in EBEW Building) off I-75, Dayton, Ohio. <http://www.trainweb.org/mvsg>. Larry Beam 937-477-7712.

Aug. 7-11, 2012: NASG Annual Convention, Chattanooga Choo Choo Hotel, Chattanooga, TN. www.nasg2012.com. Dave Blum Pikesvillemodels@yahoo.com.

Bids open for NASG Annual Conventions 2013 and beyond. Contact Walt Jopke, 6611 Countryside Dr., Eden Prairie, MN 55346-2211. jopke@vic.com - 612-934-9183. Walt will pass on the convention info to the new chairman as soon as one is selected.

small bubbles to fill.

- Gerry Evans, Central VP *The \$10 shipping was inadvertently gleaned from Port Lines list.* -Ed.

MR NEWS SHUTTING DOWN

S has lost a good friend as many are saying on the Yahoo lists as we learn that *Model Railroad News* is ceasing publication. That was the magazine that was in existence for 17 years that often had our *S Curves* column in it written currently by Dick Karnes and earlier by Roy Hoffman. The reasons for the halt - declining circulation and publication costs. In addition, many S products were reviewed, and this helped further promote our scale.

ATTENTION: The NASG will be sending members immediate information over the yahoo group and that they should sign up at NASGmembers@yahoogroups.com if they want to receive these notices. The group will be strictly limited to active NASG members when I get everything sorted out. What might be included are BOT decisions, minutes of BOT meetings, polls, show schedule changes and additions, answers to questions posed by members to their BOT. I am sure more things will come up - my first use of it was to deny the rumor that the Perles Award was being discontinued (this week). Unfortunately,

only about 1/10 of the membership is actually on the group... I do not expect it to be very active, mostly just another way to communicate within the NASG about NASG related matters ONLY.

- Bill Winans, Western VP



PROMOTIONS COMMITTEE PROGRAM • 2011-2012

The Board of Trustees has approved the FY 2012 NASG Promotions Committee's comprehensive program for the promotion of S model railroading. This includes several on-going programs, and it is the wish of the committee that many members of NASG get involved. The programs will focus on the marketing of S model railroading. They will need the active involvement of S clubs and NASG members to showcase our scale to the general public. We also hope these efforts will recruit new members to the NASG. For any information on the promotional programs of the NASG Promotions Committee, please contact Greg Klein; Promotions Chairman; Phone: 540-822-5362; Email: moviemadness1@verizon.net.

NATIONAL AND LARGE REGIONAL SHOW PROMOTIONS

The Promotions Committee will focus on major train and hobby shows, such as the World's Greatest Hobby on Tour (WGH) show. The committee has contacted or will contact NASG members to act as local coordinators for the booths and to help staff those booths. S clubs and individuals will be asked to participate in shows to display their modular and portable layouts.

The NASG has contracted for a booth at all WGH shows and is seeking S layouts for each show. Multiple layouts are encouraged. The WGH management has now established an honorarium for layouts that participate in the shows. The upcoming WGH shows for the 2011-2012 season are: Indiana State Fair Grounds, Indianapolis, Indiana on January 7-8, 2012; Schaumburg Convention Center, Chicago, Illinois on January 14-15, 2012; South Towne Expo Center, Salt Lake City, Utah on February 4-5, 2012; Oregon Convention Center, Portland, Oregon on February 25-26, 2012; and Duke Energy Center, Cincinnati, Ohio on March 10-11, 2012.

The committee will also be arranging for S model railroading representation at the National Model Railroad Association's National Train Show in 2012 which will be held in Grand Rapids, Michigan on August 3-5, 2012. Finally, the NASG is planning on arranging for its information booth to be present at the Amherst Model Railroad Show in West Springfield, Massachusetts in late January 2012 and the Train Fest in Milwaukee, Wisconsin in November 2012. The NASG encourages clubs and individuals to participate in these shows.

NASG BANNER PROGRAM

The NASG offers, free of charge, for S clubs to use at shows a 2-foot by 4-foot vinyl banner featuring text promoting S model railroading and utilizing the NASG

logo. Clubs have the option of adding their logo and website address to the banner, at a cost of \$25.00 per banner.

Since its inception in 2008, the program has distributed 15 NASG general banners to clubs and five clubs have ordered combined club logo/NASG banners. In 2011 the Board of Trustees approved a redesigned banner which is now available. The new NASG banner and a new combined club/NASG banner are pictured. To qualify, a club must participate in a number of train shows/events each year and agree to distribute NASG promotional literature. Promotional literature currently consists of the *1:64 S Scale Primer*, prior issues of the *Dispatch* and NASG membership forms.

PROMOTIONAL LITERATURE

The Promotions Committee continues to work on renewing and adding informational material on S model railroading for use at shows and other promotional opportunities for S clubs. The *This Is S brochure* used in the past is currently under revision with hopes of it being available in early 2012. A directory of products and manufacturers of S products will also be available in 2012. Other smaller brochures are under consideration.

Railroad Model Craftsman – 1:64 S Scale Primer

After almost 2 years of planning in cooperation with the NASG Promotions Committee, Railroad Model Craftsman (RMC) magazine released a special pull-out supplement in the May 2011 issue that is entirely focused on S model railroading; the first such pull-out featuring a single scale. This provided extensive exposure of S to more than 55,000 RMC readers. It is hoped that this section will be repeated every couple of years. NASG purchased a quantity of additional copies of the supplement for use in promotional efforts.

Starting in May 2011, an introduction letter and a copy of the *1:64 S Scale Primer* was sent to all S club and association coordinators by the promotions committee. Copies of the supplement are offered at no cost to S clubs for use at shows. There is an initial limit of 100 copies per club, but if you need additional copies during the year, please make the request to the committee chairman.

If your club or association has not received the letter, or has yet not requested copies of the *1:64 S Scale Primer*, please contact the committee chairman.

ADVERTISING

The Promotions Committee has been working on concepts and potential outlets for advertising S model railroading to the general public and non-S model railroaders.

Many of you have probably seen the regular advertisement of S model railroading that has been appearing for

several years on the highly visible cover 2 page in RMC. This year the RMC Cover 2 Program has received an extensive overhaul and revitalization. It now features multiple manufacturers of S products either on a monthly, bi-monthly or quarterly basis. It has gone from being virtually unchanged from month-to-month to varied and eye catching. Every issue more than 55,000 RMC readers are shown a much larger variety of S products.

A sub-committee is being formed to administer the

RMC Cover 2 Program into the future. When the sub-committee is finalized, its membership will be announced. With the RMC Cover 2 Program up and running, additional advertising programs are being considered.

For any information on the promotional programs of the NASG Promotions Committee, please contact the committee chairman; Greg Klein, Promotions Chairman; Phone: 540-822-5362; Email: moviemadness1@verizon.net.

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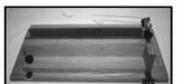


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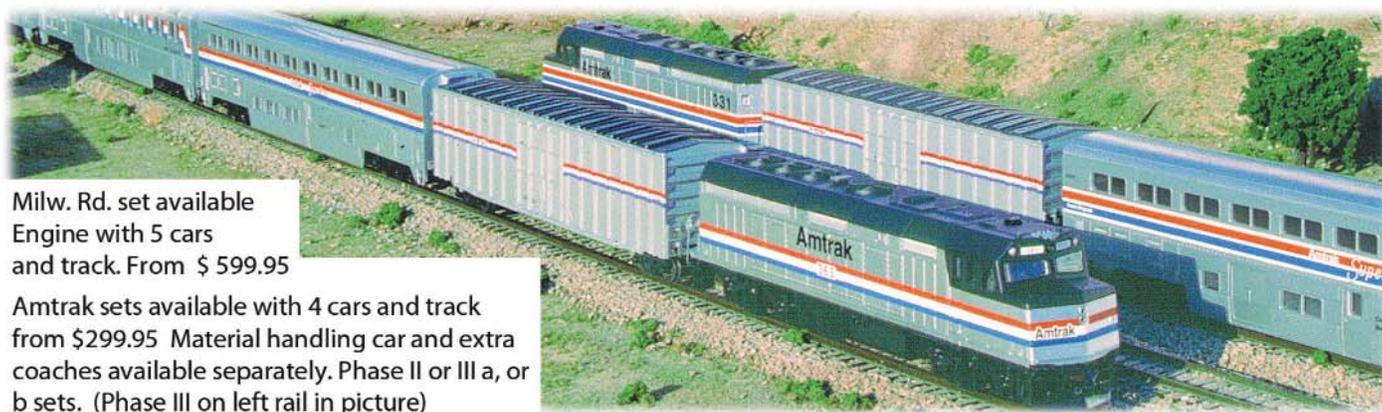
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