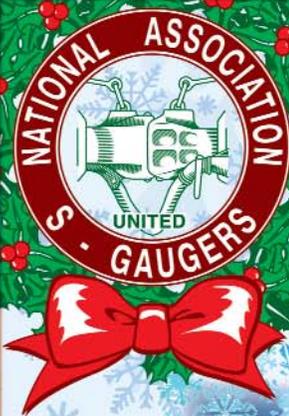


\$4.95 U.S.

December 2009

Volume XXXIII Number 6



DISPATCH



All Aspects of S: Scale • Narrow Gauge • American Flyer • Hi-rail

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

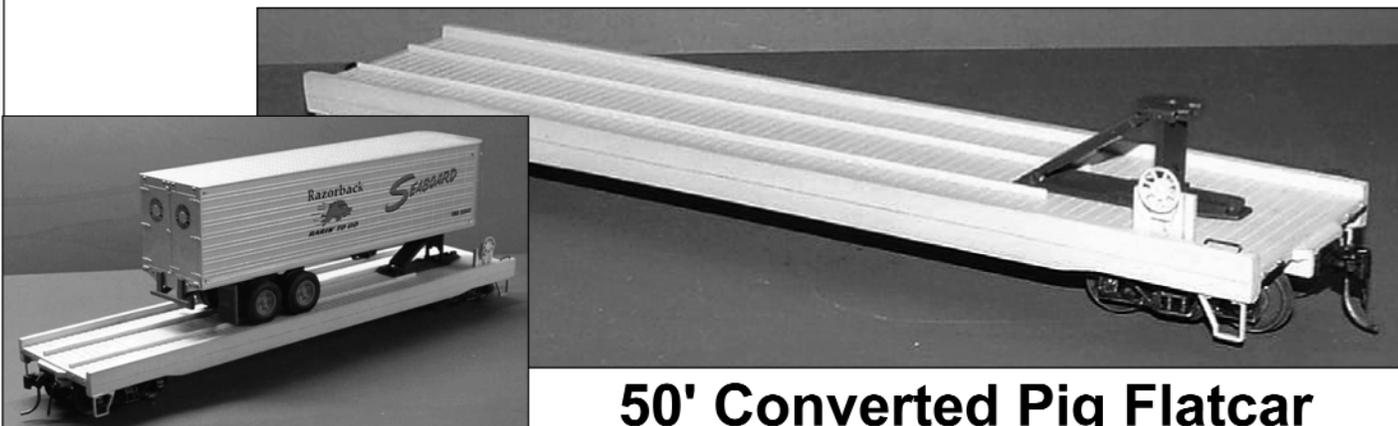
Evans Gondola



#09201 \$ 69.95

In 1975, the Southern Iron and Equipment Co. started building a 52'-6", 100-ton gondola. Evans took over SIECO and continued building the cars through December 1981. A total of 1,730 cars were built with three minor body variations. This model represents the second, and most common, version of the car.

The unpainted kit consists of high-quality, no-odor urethane castings for the one-piece body and separate frame, hidden weights, and brass & white metal brake components. Easy assembly with ACC or epoxy. Less decals, trucks, and couplers.



50' Converted Pig Flatcar

In the early 1980s, the Norfolk Southern needed additional piggyback flat cars. Starting with old 50' boxcars, they cut away the bodies, stiffened the frames, and added a trailer hitch. Similar conversions were done by other lines. The unpainted kit consists of high-quality, no-odor urethane and metal castings. Easy assembly with ACC or epoxy. Less trucks and couplers; trailer is not included.

#09207 \$ 69.95

McCabe MoW Speeder

This speeder was inspired by one that ran on the Oregon-American Lumber Company. The body kit consists of laser-cut basswood, plywood, cardstock, and brass & white metal detail castings. And the driver, load, and decals are included! The fully-assembled mechanism is American Made by David Hoffman. It features a sheet brass frame, lost-wax end beams and steps, NWSL gears and wheelsets. Sn3, Sn2, and Sn42 kits are also available.



#08280 \$ 199.95

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NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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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:

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COVER: Some Clever photography by Rich Gajnak of mid-western scenes on his layout.

ORDER BOARD

Volume XXXIII Number 6

December 2009



President's Message, NASG News	4
Jeff's Junction and Railmail	5
New Products Report	6
2010 Convention Report	8-10
Install DCC in Caboose	Al Castellani
11	
Jersey Get-Together	Bill Fraley
12	
Fall S Fest Report	Jeff Madden
14	
Detailing AM Hoppers	Ed Kirstatter
15-17	
S-Pikes Convention Preview	By Ken Zieska
18-19	
Tired Wheels	Barry pazan
20	
Atlas O Scale Kitbash	Bill Fraley
20-21	
Straight & Narrow	Dave Heine
22	
S Tracks	Sam Powell
24-26	
Club Sandwich	Dave Pool
27-30	
Clearing House Ad	31
Extra Board, S Calendar	32-33

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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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NASG NEWS

American Flyer Car Committee: According to the chairman, Doug Peck, here's some status news regarding the AF Car Project. The P&LE coil car should be shipping by now. The GE series: The 2008 GE engine is sold out. There are a few GE Searchlight cars left. There are lots of GE cranes left. There are some Boom cars left, and the Reel car is sold out.



Thanks to Carl Tuveson of Michigan, here is a photo of an actual Lionel AF Big Boy on his layout. I believe it originated with the K-Line design, but it sure looks good regardless what the nitpickers say. *Photo by Carl Tuveson*

S RAIL MAIL

The Cost of Attending Train Shows: At the 2007 S Spree the Central Ohio S Gaugers sat behind tables for several "Absentee Vendors". We sent letters to potential S vendors asking them to send whatever products they sell, any promotional material, along with an inventory list and price list. Cost was \$10 for the table maintained by a COSG member plus the shipping cost to the show and return. For small items the Post Office Flat Rate was available.

No room cost, no gas or food expenses, no travel time. The vendor received an 8 foot table and our members were responsible for the table and sales. Several vendors sold quite well. Clubs or show hosts would be responsible for publicity. If the vendor's product is large, only a few items could be sent for "bait", with extra order forms for an attendee to fill out and mail in. I'm not sure why other club sponsored shows have not offered this, but it worked for us.

- Alan Evans COSG

From a Vendor: For a long time Dan and I (River Raisin) traveled to 4-6 shows every year. Many definitely cover costs, but you also met new people, added to the mailing list and generated sales down the road. Sometimes you just gotta "show the flag." Be careful that skipping shows doesn't turn into a "death spiral," i.e. people don't see you and feel you may have lost interest and sales may spiral down. You may consider a change to a "virtual show" – log in to an interactive site on a Saturday afternoon. There are risks, like mail damage or "it doesn't run", but you have to weigh

50th Anniversary in 2010: Yes, it's coming up fast, so this is blatant solicitation to those members who want to contribute something "historic" to the 2010 *Dispatches*. I do have a bunch of photos, old *Herald's* and things like that to pull from, but I would like to use a few things each issue as a "look back" to the origins and progress of our organization. Any other ideas can be passed on to our officers as well.

So Happy New Year and Anniversary Year. - Jeff

those risks against the cost of motel nights, tanks of gas and fast food indigestion.

Personally, I have started combining shows with railfan opportunities. On the way to the Indianapolis show, Sam McCoy and I spent a great day in Fostoria, Ohio, losing count of the trains the first hour. Then, we worked our way down to Indy via Muncie. On the way home we railfanned via Illinois. Yeah, it cost more, but if I was that precious about money I wouldn't be in the hobby anyway. It's also about seeing old friends, and creating memories. Sometimes I think all the retirees out there have forgotten that any time spent railfanning or at a show is better than staying home with the remote.

- Jim Kindraka

To the Contrary: Jim brings up some good points, but my hobby time narrows to the shows I can attend on weekends. I can commute to York, Timonium or Hoquat Hobbies.

- Bill Cole

Tomalco Not There: This is a quote from Larry Morton himself: "My costs would be significantly higher as my wife would be with me, I'd be renting a vendor table, we have 2 days of driving, at least 2 nights in motels, meals and maybe no sales. I used to go to these shows and sell between \$1500 and \$3000 of merchandise, but those days disappeared two years ago, so as much as I would love to go (shows, conventions), I really need to consider the cost."

- Larry Morton, Tomalco – Hendersonville, NC.

Back at Ya: Modelers want to see Larry's (and others) products when they attend shows, hmmm! I think though that sometimes

Continued on page 34

Jeff's Junction



If you sell S, you need to promote S!!

You hear this all the time: “I went to blank S show and it was nice, but so and so dealer or manufacturer wasn't there. Gee, his products weren't even there. I spent my \$50 on a fancy meal instead.”

In defense of the missing-in-action publishers, dealers, manufacturers, etc., it is common sense they can't afford the time, money or both to attend every major train show, plus all the S events, which are scattered throughout the country.

That's the unfortunate truth, but on the other hand – how do you promote your magazine, product, parts inventory, new sale items – without going face-to-face with the customer or potential customer? Some of my suggestions for attending S events were in my editorial in the Feb. 2009 *Dispatch*. All re-read this!

Now, regarding publishers, the NASG, dealers, manufacturers – here are some thoughts:

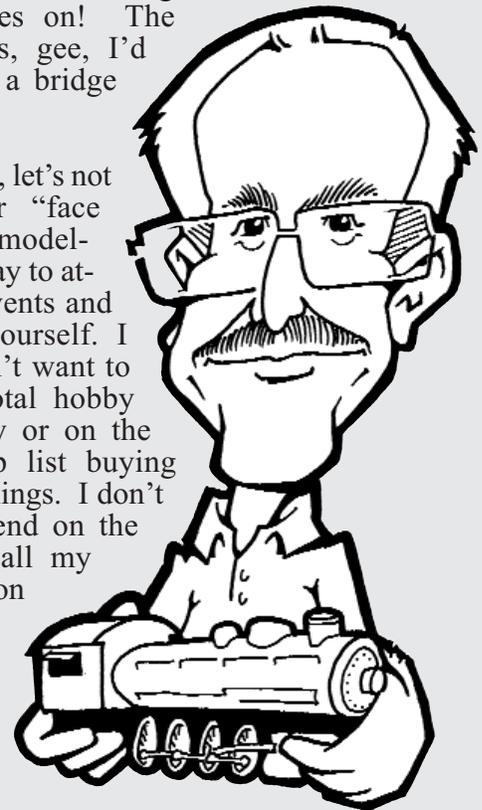
1. Pick out the S events closest geographically to your home base. A no-brainer here.
2. Arrange for someone else – who is closer to the event – to represent you and handle some of your products. We all know if Michigan Models attends an event most of the current scale and hi-rail products will be represented. Ditto for Scenery Unlimited. But manufacturers really shouldn't rely totally on an independent dealer, especially when a “new” or “future” product is being introduced.
3. I've mentioned “ghost” tables before (see Rail-Mail this issue). Arrange with the sponsoring organization to display and even sell your product, especially the newest items. Send a boxful UPS to the club to sell. At a minimum, send flyers and catalogs. How hard is that?
4. Work in vacations, family trips, railfanning, etc., when you can. I've done this several times.
5. Tailor your inventory to the meet. For example, if you're a Flyer dealer going to the Fall S Fest – well you probably want to take a lot of stuff – just base what you take on past attendance and experiences. If you're going to the NASG Convention or a smaller S show, go in a smaller (more fuel efficient) vehicle and rent fewer tables. Be selective in what you bring – bring current items, road names popular in the area; bring items you'll have less competition with. At the St. Louis NASG convention we could have used more structure and bridge kits being for sale.

6. It's not always about the money. Manufacturers and publishers especially, should think of attending some S events for educational reasons rather than going just for sales. This would fit the agendas of conventions and small S meets like Indianapolis and the Blue Ridge events. I went to the first Blue Ridge S Scale meet in 2008. I didn't go to buy or sell, but I had a great time. There were several clinics including one by Jim King, there was a modular layout, and there were several displays. The recent October 2009 Indianapolis S Show was similar in scope – limited dealer tables, but camaraderie, a modular layout, a couple of layouts on tour is what I'll remember. I had a couple of tables, but I wasn't going to make money. I went to represent the NASG, learn something, and enjoy a fall getaway with my wife.

7. If you're a publisher, manufacturer or large dealer, putting on a clinic is a good “friendly” way of getting attention. If your pub, product, inventory is featured somewhat, then folks “pay attention.” If there's a clinic on modifying vehicles – then folks might be inspired to buy vehicles. If there's a “hands-on” structure kit clinic – folks might buy some. If there's a Flyer repair or history clinic – then that excites the enthusiasts. If there's a clinic on submitting articles or how to take model photos by a publisher – then guess what – folks might be inclined to subscribe or submit articles.

8. If there are modular layouts and home layouts to see – even sometimes in other scales – that can be an inspiration to a manufacturer or a modeler. Gee, this guy needs some scale bridges – a light comes on! The modeler says, gee, I'd like to have a bridge like that.

In conclusion, let's not abdicate our “face time” with modelers. Find a way to attend some events and just enjoy yourself. I certainly don't want to spend my total hobby life on e-bay or on the Yahoo group list buying and selling things. I don't want to depend on the internet for all my communication about modeling. I want some “FACE TIME.”



NEW PRODUCTS REPORT

By Jeff Madden

A M E R I - T O W N (www.ogaugerr.com) has some O scale modular wall parts that could be easily converted to S. \$12.95 each flat wall section. Also a complete factory kit - Barrettsburg Tool & Die made from the plastic mod sections - \$99.95. Footprint is 18" x 12" x 10". Should work in S with minor door and platform modifications.

CORDLESS RENOVATIONS (2818 Southland St., SW, Cedar Rapids, IA 52404 - 319-366-7294 - www.cordlessrenovations.com) has all kind of battery packs for various modeling needs from lighting to operating accessories and even battery powered trains.

FAST TRACKS (www.handlaid-track.com). Check out the website for info on their S scale track building tools and supplies. In particular check out the S Scale turnout jigs. Recently commented on positively is their new Bullfrog low cost manual turnout control - \$6.00 un-assembled and \$9.00 assembled. It has automatic power routing.

IMAGINE THAT LASER ART PRODUCTS (www.imaginate-laserart.com) has lots of new laser structures and other related items for sale including several in S scale. Many are multi-story city type structures, but there are billboards, fences, a mine, a tower, a passenger shelter. Check the website to see what will work in S.

LIONEL LLC (www.lionel.com) has announced their AF 2009 Christmas boxcar. It's a green boxcar with silver sides, red doors and Happy Holidays artwork. List \$69.99.

MTH (www.mthtrains.com). Railtown General Store has possibilities. Size is decent for S. Seems like

only doors have to be modified.

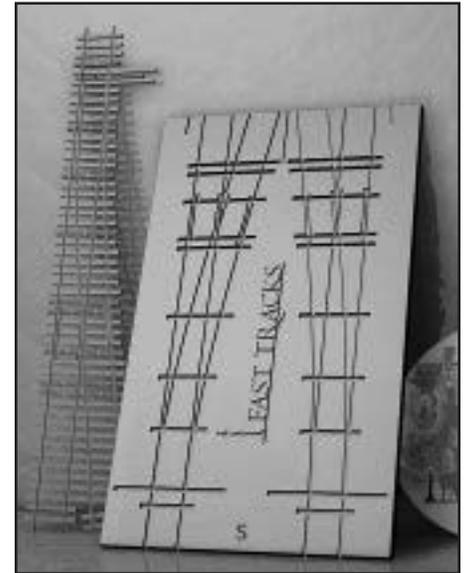
OLD MOTOR TRUCKS (B. Pazan, 10770 Brookview Dr, Zeeland, MI 49464 - 616-748-9345) now has castings available now to build a 1/64 1940s-50s White W24 Tractor (cab) in 2 or 3 axle.

S HELPER SERVICE (www.showcaseline.com) has some new things out seen at the Fall S Fest: Steel coil loads on 53' flat car - \$62.95; B&O USRA hopper with big B&O letters - \$52.95 each (4 #s); Archbar truck kits - \$35 a pair; die cast Santa Fe 40' trailer with TranStar tractor - \$49.95; Eatmor Cranberries reefer 452.95.

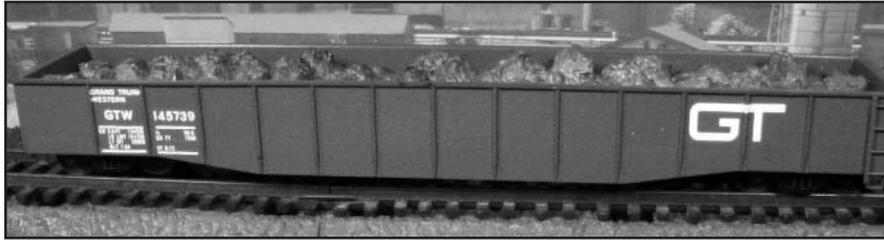
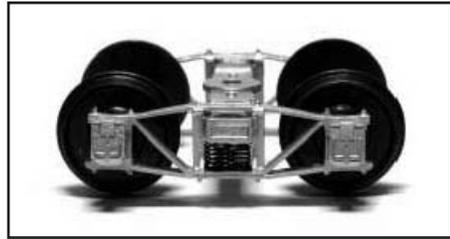
SPRING SPREE CARS

The Southeastern Michigan S-Gaugers will host the 2010 Spring Spree in Dearborn, Michigan. Two convention cars will be offered in limited quantities. The first is a Great Northern boxcar in Vermillion Red by Lionel, similar to the Gilbert 24047. The price is \$60 until March 1. The second is a Grand Trunk Western Gondola made by American Models. The price is \$40 until March 1. The scrap load shown is optional. A registration fee of \$20 is required for purchase of cars. The price of cars will increase by \$5 after March 1. For details, shipping costs and ordering forms, see the Spring

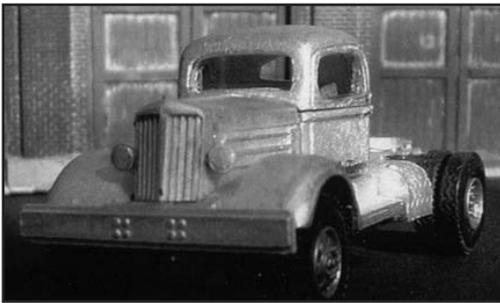
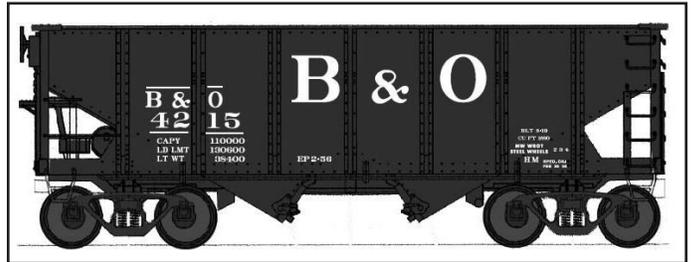
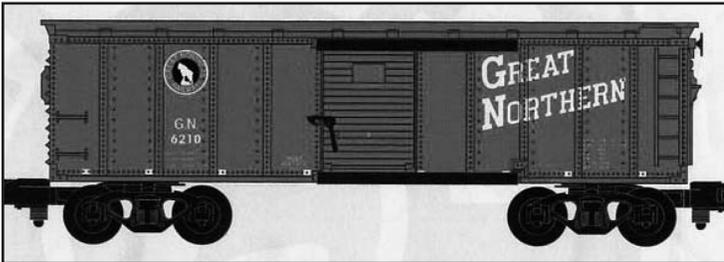
Spree section of the Southeastern Michigan S-Gaugers website at www.smsgtrains.org



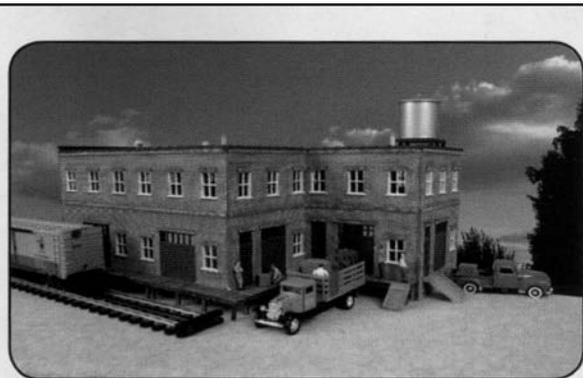
WHAT'S NEW



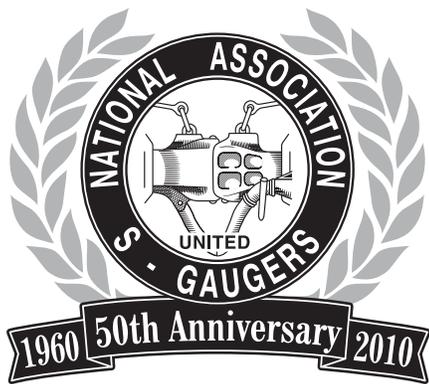
**MATCH'EM
UP!
MATCH'EM**



Railtown General Store - Country Store
30-90298 \$44.95
Measures: 8 7/8" x 5 1/8" x 5 1/2"



Barrettsburg Tool & Die
#941\$99.95
Footprint: approx: 18" x 12" x 10"



2010 NASG NATIONAL CONVENTION

JULY 21-24, 2010 • DULUTH, MINNESOTA

Celebrates 50 Years of S!

The 2010 NASG Convention along the spectacular shores of Lake Superior in Duluth, MN will celebrate the NASG's 50th anniversary during the four-day event on July 21-24, 2010.

In addition to an exciting lineup of railroad and transportation-oriented tours, clinics, contests and self-guided layout tours, the Pines and Prairies S-Scale Workshop organizers are planning a past-Presidents roundtable discussion of the early days of the NASG, followed by a special historical video presentation at the closing banquet Saturday night.

Numerous past presidents attending the roundtable discussion will be invited to share their perspectives and memories in what promises to be a lively recounting of the scale's colorful early days and NASG challenges and accomplishments in promoting and growing the 1/64th model railroad hobby.

Duluth was chosen as the location for the historic event because of the rich heritage associated with the railroads, Lake Superior shipping and America's growth as a world power. Lake Superior is the world's largest freshwater lake and features spectacular scenery along its North Shore and numerous outdoor activities, so members are invited to plan a family summer vacation around the event.

The convention takes place just one week after the NMRA Convention in nearby Milwaukee, encouraging S-enthusiasts to visit the Upper Midwest for the two premier events. For those visiting the Twin Cities early, there will be self-guided tours on Monday and Tuesday (July 19-20) of both S hi-rail and scale layouts primarily on the west side of Minneapolis, many within minutes of each other. Organizers will also provide guides to exceptional railfanning opportunities in both Minneapolis and St. Paul.

The Convention kicks off in Duluth, a quick 2-½ hr. drive north of the Twin Cities, on Wed, July 21 with an expertly guided coach-tour, "Iron Ore and Iron Horse - Searching for Steam on Minnesota's Iron Range." Min-

nesota's Iron Range played a key role in providing key raw material for America's war efforts during WW II. The famous and massive DM&IR "Yellowstones," which provided the power to pull the lengthy consists of iron ore cars, can now be seen in static displays throughout the North Shore including one with moving wheels and gears at the site of the opening night's Welcome festivities at the Lake Superior Railroad Museum. The LSRM is nationally renowned for its outstanding collection of early steam and diesel power and, for an additional fee, attendees can actually take the controls of a diesel operating on private museum track age.

The convention itself is based at the beautiful Duluth Entertainment and Convention Center along an inner harbor of Lake Superior, a short walk from the official hotel, Holiday Inn & Suites.

The week will be filled with tours of Duluth-Superior industry, including a tour of the 610 foot William A. Irvin ore boat, a Hallett dock and paper mill, and a scenic train ride to Two Harbors along the craggy North Shore and an optional ride in the first Soo Line steel caboose.

Add to that a large dealer room, model contests including a special "Celebrate 50" category, interesting hands-on clinics, a large operating S-module layout - and conventioners will be hard-pressed to decide which events to attend.

Even the Convention Car, a Chicago Great Western 40' boxcar in mineral red, will be a unique collaboration with S Scale America. The car, built by Pullman Standard in 1934, saw service into the 1970s.

The closing banquet will feature a visual tribute to the early years of S-Scale and the 50th anniversary of the NASG.

Duluth and the Lake Superior region are highly popular tourist destinations for vacationers in the Upper Midwest, so members are advised to book hotel rooms early. Space is also limited on the guided bus tour of the Iron Range. For those flying into the Twin Cities, shuttle rides between the airport and downtown Duluth

(and return) are conveniently scheduled throughout the week.

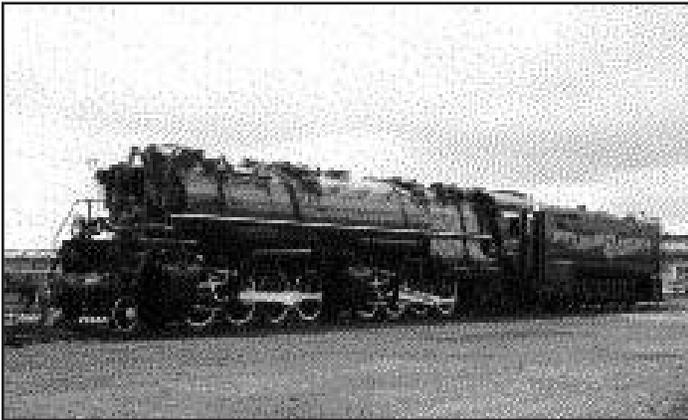
For more information on registration, hotel, convention activities and convention car, visit the website at www.nasg2010.com, or you can call 952.934.5082 or write Walt Jopke, Chairman, 6611 Countryside Drive, Eden Prairie, MN 55346.

The 2010 NASG Convention in Duluth next July promises to be a memorable and historic event!

Steve Doyle, Promotions Chair



You can tour the William A. Irvin, a 610 foot ore boat on the Duluth-Superior Industrial Tour on Thursday.



The famous DM&R Yellowstone 2-8-8-4 steam engines can be seen at the museum on the Wednesday tour, unfortunately just in static display.



The Duluth harbor front is extremely interesting rails running right along the waterfront and boats in the background.

SELF-GUIDED LAYOUT, MUSEUM AND RAILFAN TOURS IN TWIN CITIES, JULY 19-20

CONVENTION ACTIVITIES BEGIN IN DULUTH JULY 21

HISTORIC NASG 50TH ANNIVERSARY BANQUET JULY 24

INFORMATION AT

<http://www.nasg2010.com/>

CCS Events 952-934-5082



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SCALE WORKSHOP

Convention 2010 - What to do in Minneapolis before and after...

Convention 2010 - What to do in Minneapolis pre-convention:

You caught me hanging on to the "plan" waiting on more opportunities. I am still trying to get more layouts available for touring, if I get them, I will add them later. Here is what I have and I will add photos of the layouts over the next week or so.....

As a convention site, Duluth offers some amazing opportunities that few cities can match. The convention schedule Wednesday through Saturday reflects that, beginning with the Iron Range tour on Wednesday and ending with the NASG 50th Anniversary celebration on Saturday night. We recognize that this schedule may stretch the time limits of what many participants can commit, but we are packing both ends of the convention with additional opportunities.

Let's look at the calendar: the week prior is the NMRA 75th Anniversary Convention in Milwaukee, Wisconsin, just six short hours' drive east of the Twin Cities. The Pines and Prairies S Scale Workshop is sending a team east to assist the NASG at the National Train show and to help bring the NASG National Train Show display to Duluth. The caravan from Milwaukee will arrive back in Minnesota Sunday night but Monday morning the NASG pre-convention fun begins. If you are going to be in Milwaukee, we'd like to see you shortly thereafter.

Pre-Convention Layout Tours July 19-21 -----

Monday is rail fan day! Beginning at 11:00 in the morning, Ken Zieska will lead a tour of the hot train watching spots in the Twin Cities area. The tour will focus on

seeing great action without finding ourselves in trouble with Homeland Security for trespassing. We'll take advantage of the long hours of daylight by ending our tour on Ken's back deck where we can watch the Canadian Pacific mainline head west of Minneapolis en route to Canada and the west coast. We have enlisted a famous S Scaler known for his expertise with beer and brats as a menu consultant realizing that we will be hungry and thirsty after our busy day. As the hours of daylight slip away, Ken Zieska's Minnesota Heartland, and Dave Hamilton's Burlington River Route (HO and S) will be available for viewing and operation. A large and impressive Milwaukee Road layout (HO) is also expected to be available. The tour is informal; we will have cell phones so you can catch up with us any time you arrive in town. There is no tour bus - this will be a group outing.

Tuesday will begin early, the hearty will travel to Minneapolis to catch the 6:10am Northstar Commuter Line for a fast trip up to Big Lake. We will take the return trip from Big Lake and arrive back in Minneapolis at 8:10 ready for another touring day. Tuesday's layout tours will include the renowned Twin City Model Railroad Museum (O scale), the layouts of Dave Aanerud (highrail), Terry Didion (highrail/tinplate), Steve Doyle (scale), Dave Hamilton (scale), Ron Kemp (highrail), Jeff Saine (highrail) and Ken Zieska (scale). Again to take advantage of the long days we enjoy here near the Arctic Circle we will close our day with a cookout on Steve Doyle's deck where we can watch the sunset over Lake Minnetonka and enjoy a pint in his antique Irish Pub, the Kinsale, conveniently located just feet

from Steve's Burlington Lines railroad and the deck overlooking Lake Minnetonka. To assist in your tour planning a complete map and specific layout hours will be provided to convention participants as well as lodging suggestions if you would like to spend a night in the Twin Cities

Recognizing that not everyone will be able to be in Duluth on Tuesday night for the early Wednesday morning Iron Range tour, the Minnesota Transportation Museum's Jackson Street Roundhouse and the Twin City Model Railroad Museum will be available for touring Wednesday. We'll meet up at the Roundhouse to form a caravan for the short trek up I-35 to Duluth where we will arrive in plenty of time to enjoy the Welcome reception in the famous Lake Superior Transportation Museum.

Monday, Tuesday and Wednesday activities in the Twin Cities are not included in your convention registration, and there will be a nominal cost for meals on Monday and Tuesday evening, but creamy Guinness in an authentic Irish Pub.... priceless! While the tours themselves are self-guided (so you can establish your own schedule and transportation), your friendly tour guide is **Ken Zieska** mhry19@comcast.net.

Post-Convention tour, July 25: Take a bit of time before you rush out of Minnesota as winter won't start again for a couple of weeks! The Pines and Prairies S Scale Workshop layouts will be open Sunday, the 25th, from noon until 8:00 PM for your viewing pleasure. Maps will be in your registration packet to help you plan your tour schedule.

- Ken Zieska



DCC Installation of a Smoke Unit and Lighting in an American Models Wood-Sided Caboose

By Al Castellani
trains@fuse.net

The following documentation is an overview of how I installed a smoke unit and lighting in an American Models wood-sided caboose. I made two PCBs for this project one for the decoders and one for the lighting. Making your own PCBs is not a difficult task. There are many How-To articles available. The one I liked the best can be found at <http://www.riccibitti.com/pcb/pcb.htm>. The only deviation I made from the article is that I did not scrub the copper board to clean it. I used Brasso which did not scratch the copper. I used a band saw to cut the board. If you do not own one, that is not a show stopper. Use a fine toothed saw. An X-Acto saw should work just as well.

There are probably several other ways to accomplish the same task. However, this appears to be the least complicated.

When I was looking for a smoke unit, I wanted something that could be set up to provide a wisp of smoke. I did not want my caboose to look like a steam locomotive under full load. My first consideration was Seuthe units, but I found it difficult to control the volume of smoke as well as the heat that radiated from the unit. For this project I chose a unit from S-Helper Service. This is the same unit that they use in their wonderfully detailed 2-8-0. See Figures 1a, 1b and 1c.

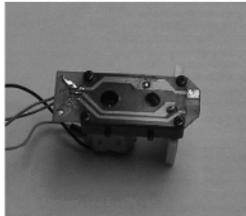


Figure 1a

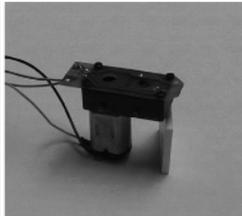


Figure 1b

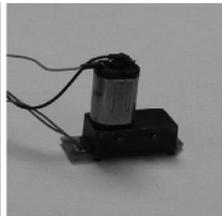
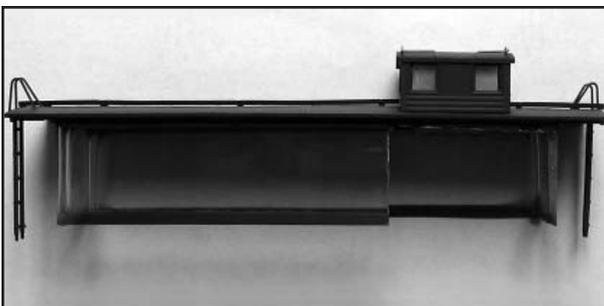
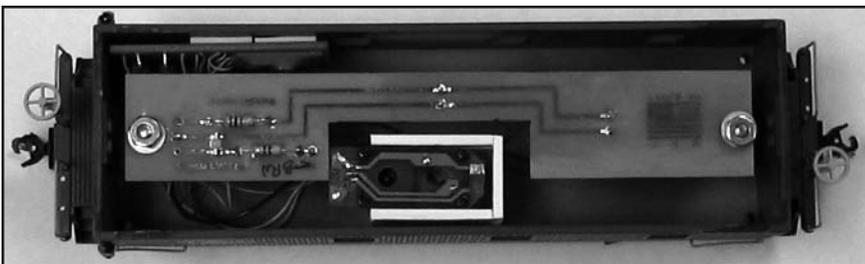
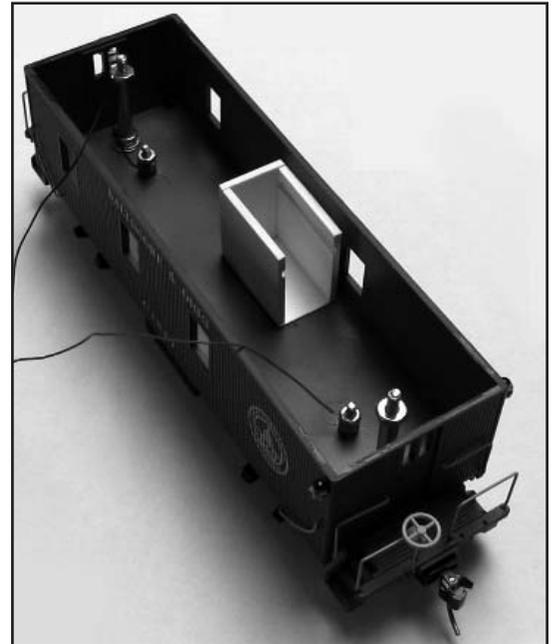
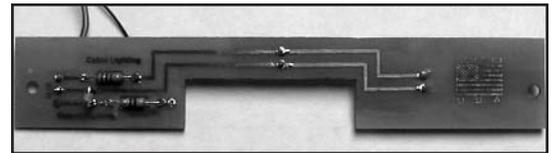


Figure 1c

The smoke unit incorporates a heating element as well as a fan unit. Each of which can be adjusted separately with the proper components to achieve the best results. I removed the manufacturer's heating element and installed one of my own. For the core of the heating element, I used an product by Corning called Macor.

http://www.corning.com/specialtymaterials/products_capabilities/macor.aspx

Macor, a machinable glass ceramic, comes in various shapes and sizes. I used a 1/16 inch diameter rod cut to 3/8 of an inch in length. I then used #40 Nickel Chromium wire as the heating element.



THE CENTRAL JERSEY “GET-TOGETHER

By Bill Fraley Photos by the author



This September 2009, the Central Jersey S Scalers celebrated their 28th Fall Get-Together and once again I was fortunate enough to attend. Of all the annual model railroad meets that I’ve attended, this has always been my favorite.

I look forward to this meet because it is so laid back, features a very large module that provides plenty of running S scale trains and tables full of new and used merchandise to buy. You also get to personally meet many of our S scale manufacturers and the Ten Foot submarine sandwiches that are served with all the extras are also really good. It is so neat to sit around the table at lunch time and talk to fellow S scale modelers about what they have been doing the past year.

I noticed many familiar faces were missing this year and it caused me reflect back to the first time I visited the Get-Together in 1982. As most of you know, I’m a “pack-rat!” (No, Don, I’m not the oldest S Scaler living.) So, I went into my files and found that my first CJSS visit was surprisingly also the Central Jersey’s first “Get-Together” and that it was held at Kent Singer’s home.

Back in 1982 I had sold off my American Flyer collec-

tion and joined up with the (then) Delaware Valley S Gauger’s under the tutelage of Frank Titman and Lee Johnson. If the monthly meeting was in the Allentown area, I’d drive to Frank’s, if it was in the Philadelphia area, I’d drive to Lee’s. So, upon arriving at Lee’s, I was informed that we were going to a new model railroader meet at a Kent Singer’s house. Strangely, I still remember “1982 The Fall Northeast S Scale Get-Together;” I remember the machine shop in Kent’s basement. I don’t remember all who were there but they had a special display called “Our S Scale History.” Jeff Wilson was there with his Hoquat Hobbies and Don Thompson was also there with his “Train Stuff.” Yes, I bought a lot of Jeff’s “S stuff” and several of Don’s “Train Stuff” Kits. They also had set up their CNJSS operating module and ran S scale trains, most of the equipment running at that time was converted American Flyer equipment, but there were brass locomotives running, it was a pretty neat and impressive meeting. I see in my meeting notes that there was also an “Infamous Poultry Car with 60 (Count Them) Turkeys left over from Thanksgiving, on display.

The second Get-Together was held at Don Thompson’s in 1983. Don displayed his S Scale “Newark and New



2005 Open House -Stan Furmanak and Jamie Bothwell



2005 - Don Thompson and Bill Lane - Lane module

York Railroad” and Vic Roseman gave a slide show and clinic on how to take photos of models. It also featured many other vendors and there was a special display of American Flyer, Lionel, and Marx conversion to scale models with awards presented to the most popular models.

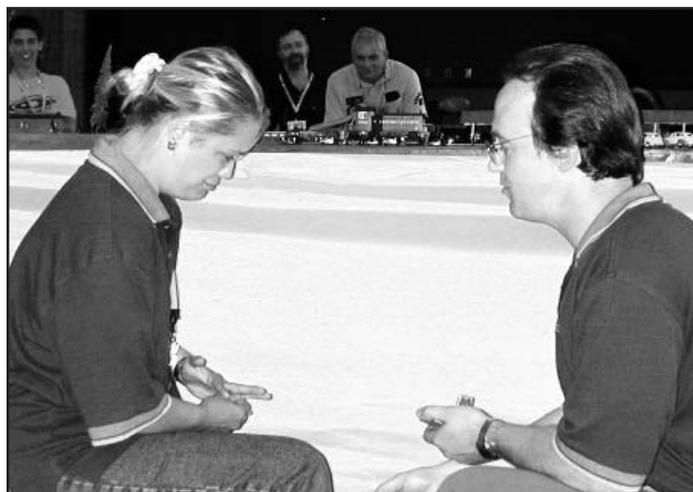
Obviously the meetings became too large for a home, so in 1984 the club rented out the Christ Episcopal Church Hall in South Amboy, N.J. for its third Fall Get Together and that is where it has been held ever since.

I asked Don Thompson to give us some of his favorite happenings over the last 28 years and Don sent the following moments;

- (1) Bill Lane proposing to Donna will always be a standout.
- (2) Wayne Pier’s new video camera hitting the deck when Vic’s hip bumped it ...Oooooops!!!!
- (3) Howie serving dinner and lunch at every one he attended The ultimate team player. (We miss him dearly.)
- (4) Charlie Sandersfeld bringing an Omnicon production model PRR M1a and discovering it could not negotiate the slight right left jog on our original 16’ module. The curve was no more than over 100”right.
- (5) Having to move the entire setup module 2 ft. when the hall roof started to leak.
- (6) Seeing Dave’s (Bailey) “Hump Yard” module in operation for the first time. (About 20 years ago.)
- (7) Don DeWitt’s table of “Goodies” that he would set up during his”Zero Scale” days.

(Don’s favorites are not necessarily in order presented.)

I went back into my photo files and scanned some images from those meets and a special thank you to Don Thompson and Bill Lane for helping me with details for this article. (The only trouble I have with it all is that if my historical features are correct, this year was the 27th annual meeting of the Central Jersey S Scalers, not the 28th.)



Bill Lane proposes to Donna at a Get-Together

Regardless, next year when the Central Jersey S Scalers announce their annual “Get-Together” meeting, I encourage you all to attend; it will be well worth your time and effort.



CJSS hump yard in 1982



Howie Waelder attacks a submarine sandwich at a previous Get-togethe.r. Bill Lane Photo

FALL S FEST REPORT

By Jeff Madden

The 2009 Fall S Fest was a success again this year on Nov. 6-8, 2009. The 34th event was held at the Clock Tower Resort in Rockford, IL. There were 340 attendees with 75 vendors using 197 tables. Both the tables and the banquet were sold out.

The banquet had the usual Joe McDokes' film and a true sing-along (see below). Many raved over the food, especially the prime rib. Jack Carson, a retired Rock Island railroader, entertained the audience with interesting railroad tales. The auction following the banquet was very successful - a professional auctioneer was used. I think the far-away award went to someone from Oregon.

In the contest the first place car award went to Bob Hardy for his Naval gun train. First place loco award was taken by Al Baker for his PRR E6 Atlantic. Eddie Peckels won the first place award for his operating diner. Always popular events at the Fall S Fest are the train races and the hill climbs. Don Goeke III took first place in the diesel hill climb and overall. Doug Allen took 1st place steam. In the races John Ricketts took first with a steam engine and overall. Malynda Goeke to 1st in the diesel category.

Here's the sing-along song to the tune of "Beer Barrel Polka."

*When you're rolling on "S" gauge, you'll have a barrel of fun!
There's hi-rail and fine-scale, but Flyer is still number one.
Diesel or steamer, passenger or heavy freight,
Ev'ry grandad and his grandkids know that "S" is great!
We're here at "S" Fest, this gathering of dear old friends!
There's buying and selling, and clinics held at Friday's end.
With races and raggles, there's something for every one!
Everybody here is smiling, because "S" is fun!*



This is the Double Helix provided by Dave Tanner. It was originally a Marshall Field's Christmas display in Chicago circa 1955. It was made by the Jack Built Toy Co., Los Angeles. It was shown in the Dec. 1955 *Science and Mechanic's Magazine*.



Eddie Peckels won a first place for the operating Branford Diner. Earl Beegle had this older style Schnabel car entered in the contest (for huge loads).



American Models CB&Q units lead a passenger train on George Sorenson's hi-rail layout in Belvidere, IL. His layout was on the tour.

Photos by Jeff Madden

Twin Quads? Detailing American Models Hoppers

By Edwin C. Kirstatter

Photos by the author

Everything I seem to do comes in twos. I bought two of these American Models undecorated 4-bay off set side hoppers not knowing just what I was going to do with them except that one would be made into a B&O W-2 family class for sure. They had lots of them I should have at least one or two. When looking through the C&O Hopper book I saw that they had similar cars except that they had heap shields added to them that the B&O hardly ever used. So why not make one of each, a B&O and a C&O twin set. Not all twins are exactly alike. And these aren't either, basically alike but the differences are in the details

For the B&O car I have lots of photos of these cars and there are drawings for them in old Carbuilders' Cyclopedias by Simmons-Boardman Co. These models are not perfect for the B&O cars but I will live with the differences until somebody brings out a better model in S scale. But I can make some changes to bring it closer. I didn't try to improve the gobs cast on the under frames that are suppose to represent AB brake parts, just wasn't up to that at this time, another thing I will live with. It would be a lot of work grinding them off and replacing them with a Grandt Line AB set or others.

Things that I did change or add were; Kadee couplers, train airline along one side of body, grab irons, ladders, tack boards, pulling staples, hopper door ties, better looking heavier trucks and the heap shields on the C&O car. Since I started with undecorated kits I had to finish them with paint and decals and a dummy coal load.

To start the first thing to do is remove all cast on grab irons wherever they might be. The B&O car was going to get replacement ladders but the C&O car was only going to get Grabirons added to the ladder styles that are cast there now. The ladders for the B&O car were leftover from Pacific Rail Shops 50 ft. boxcar kits. Both versions got Northeastern #821 Grabirons put on end sills to either side of couplers. Both versions got a new long handrail on both ends at the right from corner post to the first end support channel at about 30" above center of couplers. This is an AAR recommendation and part of the United States Safety Appliances rules. The B&O version also got another long handrail at left side of car at about this same height. The C&O version at this location had two regular Grabirons here but had to add a style to support them. This I made from Evergreen Scale Models #153 .060" square styrene stock. The top one was 24" above the lower one. On the C&O car I replaced the cast on Grabirons at ladders with the Northeastern #821 ones. Those that I used at that time were the old original ones that measured .020" so I matched the size of the handrails to this.

The next thing that I added, even though it is only a



small detail was the tack boards on each side at left on the sill extension. These I made from .010" plastic sheet stock cut to measure 6"x 12" in S Scale. File the inside and outside of the sill (stirrup) steps a little to thin their cross sections and take that taper off.

Next the train air line pipe along the right side sill of these cars. How do you know which is the right side of a railroad freight car? If you were standing looking at the 'B' end of car, that is the one with hand brake and the air brake parts under the slope sheets, the side to your right is the right side and other the left of course and other end of car is the 'A' end. I used #16 gauge solid copper wire for these Pipes it is supported with five Northeastern # 860 eye pins. Holes were drilled up into bottom of car sill to take these, they need to be shortened some. They were wrapped around the wire at the locations that you drilled for these. The ends of this wire, now our air pipe, were pressed into holes drilled in side of center sill just behind the bolsters. They really should go to ends of cars where the brake hoses would be attached to them. I applied the brake wheel that came with the kit but the B&O car should really have an Ajax type there. Something to change someday I guess.

I added four roping staples under the side sills near the truck bolsters, two per side. I made these from .020" brass wire bending them around a pair of pliers with round noses. Two holes were drilled up into the side sills and they were press fitted in. These loops were used to pull these cars with a winch a short ways at coalmines or at unloading facilities where they didn't have a locomotive or they couldn't coast down a grade.

When you are sure you are finished and have put the under frame into body correctly it is time to put on the hopper door ties. These I made from Plastruct #110702 ZFS-2 1/16" Zees cut 1-1/2" long then cemented across each pair of doors near the bottom edge. A Northwest Short Line Chopper comes in handy to make multiple cuts like these.

I mounted the Kadee #802 couplers to these cars it was fairly easy as holes were already drilled at the frame ends for these. Do not use the center hole, use the two small side holes and use the short Kadee screws they supplied. This metal is a bit hard or the holes are a bit small so turn the screws in a few turns then back out then try a few turns more sort of like tapping the hole as you go and not breaking off the screws in the holes. I like to put plugs inside of the coupler shank centering springs to eliminate most of the slack action that you get when these are used. Cut a Plastruct #90858 .060" Styrene Round Rod that just about fills that space between the pivot pin and the back of the shank then insert this inside of the centering spring. You need just a little side swing and you will still get some slack action in the knuckles.

Now it is time to mount the trucks. I substituted SHS

#00001 AAR 70 Ton plain bearing trucks for whatever came with these kits. These look like they were made for these heavy freight cars. Check the coupler height with the NASG gauge it should be OK.

Now lets look at that heap shield for the C&O car. Looking at drawing on page 82 of Chesapeake & Ohio Freight Cars, 1937-1965, Volume I Hopper and Gondola Cars by Al Kresse, Jr. 1996. I guesstimated that it was 15" high above the top edge of the car end and 2-1/2 feet across at that top flat space. I made these from some .020" thick plastic sheet stock. After they were cemented on the car ends flush with inside of ends and the cement was set I put the caps on top of them made from EVGSM #125 .020"x .100" strip styrene.

A few more details could be added if you want. We could use cut levers of the bottom operated rotary type. And air brake hoses from BTS and the Grandt Line #4057 Westinghouse AB Brake set. In this set is the correct Ajax brake wheel that we need on these cars.

I like to use Scale Coat II paints because they leave you with a glossy surface that you can decal upon. I used John Hall decals on the B&O car and for the C&O car I used some decals that I got from Burt Cutler of Cincinnati, Ohio area. He sometimes has them for sale at S shows.

To finish off these cars after they are painted and decaled I put a small piece of paper on the tack boards to look like the destination cards that the yard clerks used to put on cars when they arrive in a yard. And to give these cars a coal load I fitted a block of Balsa wood into these to form a dummy coal load. Make them a loose fit and shape top to look like a pile of coal. Paint its top with black paint then glue on real coal. These can be taken out easily if you want to run your cars empty at times.

Some other books worth having to aid your modeling of hopper cars would be:

Coal Cars, The First Three Hundred Years by Martin Robert Karig III. 2007.

Freight Car Equipment of the Chesapeake & Ohio Railroad, August 1, 1937 by Carl W. Shaver. 1989.

Norfolk & Western Coal Cars, From 1881 to 1998 by Andrew Dow. 1998.

Pennsylvania Railroad Steel Open Hopper Cars, A Guide for Enthusiasts by John Teichmoeller. 2000.

Railway Prototype Cyclopedia V. 1, Twin Offset Hoppers & More. 1997.

Railway Prototype Cyclopedia V. 2, Twin Offset Hoppers. 1998.

Railway Prototype Cyclopedia V. 4, More AAR Twin Offset Hopper Cars. 2000.

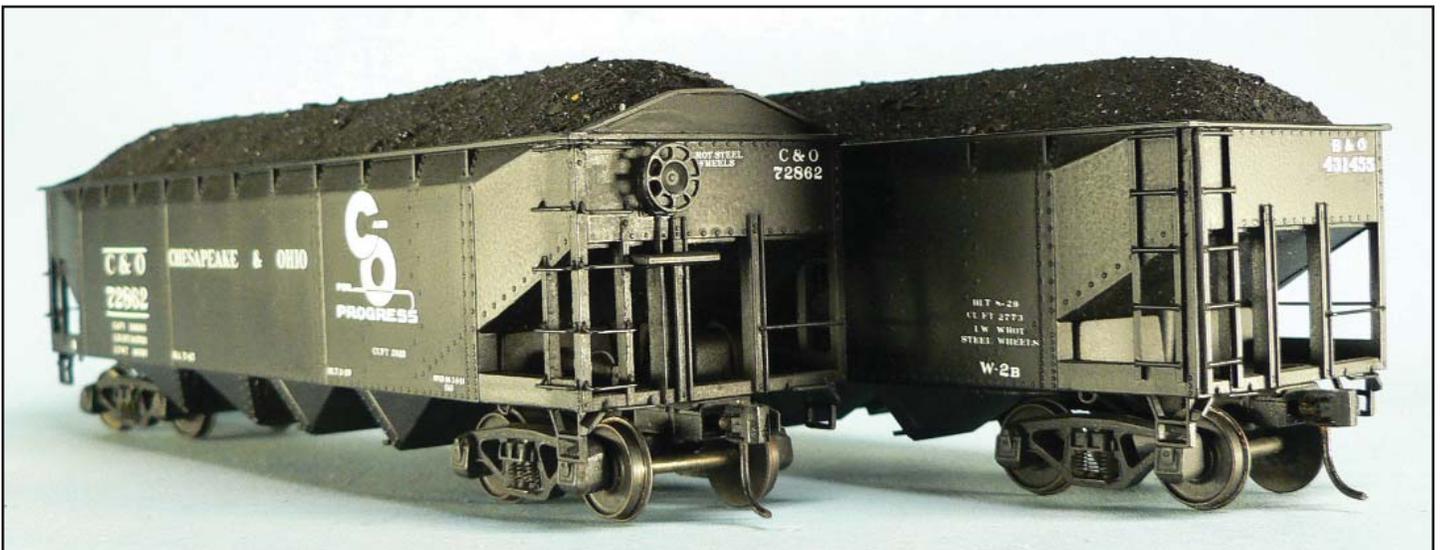
Railway Prototype Cyclopedia V. 8, A.A.R. Twin Offset-Side Hoppers (Part 4). 2003.

Railway Prototype Cyclopedia V. 9, A.A.R. Twin Off-

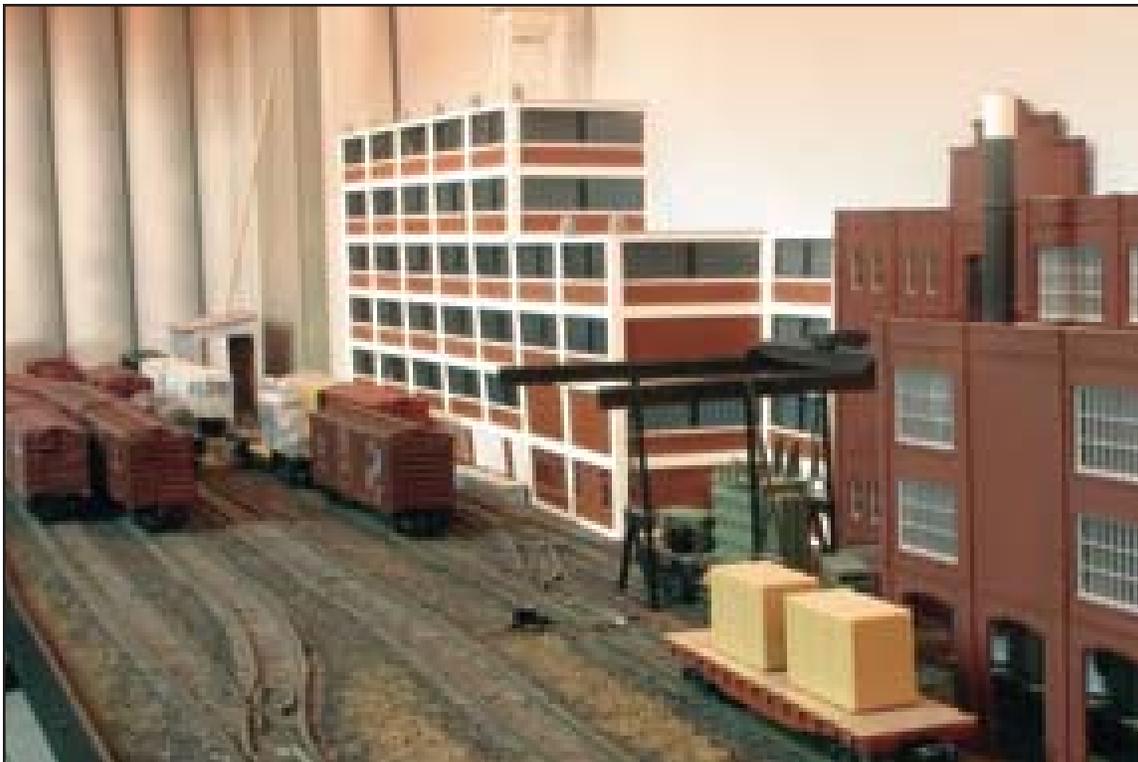


set-Side Hoppers (Part 5). 2003.
Railway Prototype Cyclopedia V. 13, A.A.R. Hopper
 Cars: Western Roads. 2006.
Railway Prototype Cyclopedia V. 14, A.R.A Quad Hop-
 per Cars Addendum. 2006.
The American Railroad Freight Car by John H. White,
 Jr. 1993.

*United States Safety Appliances for all classes of Cars
 and Locomotive issued by Association of
 American Railroads, Operations and Maintenance
 Division.*



S-PIKES - CONVENTION LAYOUT PREVIEW



Jim Brown's Twin City and Western Railway features mainline action and intricate industrial operations on his recently rebuilt layout. *Four photos by Ken Zieska*



Dave Annaerud's Hill Lines (GN, NP and CB&Q) has an innovative signal system, hand laid tracks and turnouts on his impressive high rail empire.



Steve Doyle's Burlington Lines feature stunning Chicago urban and suburban scenes that transition to rural Illinois vistas . A fitting backdrop to view Steve's line up of name passenger trains running west from Chicago.



Ken Zieska's Minnesota Heartland Railway, Western Division, features impressive views such as the grade out of the scenic Rumansoda River Valley where strings of ore cars preview the train watching you will see in Duluth.

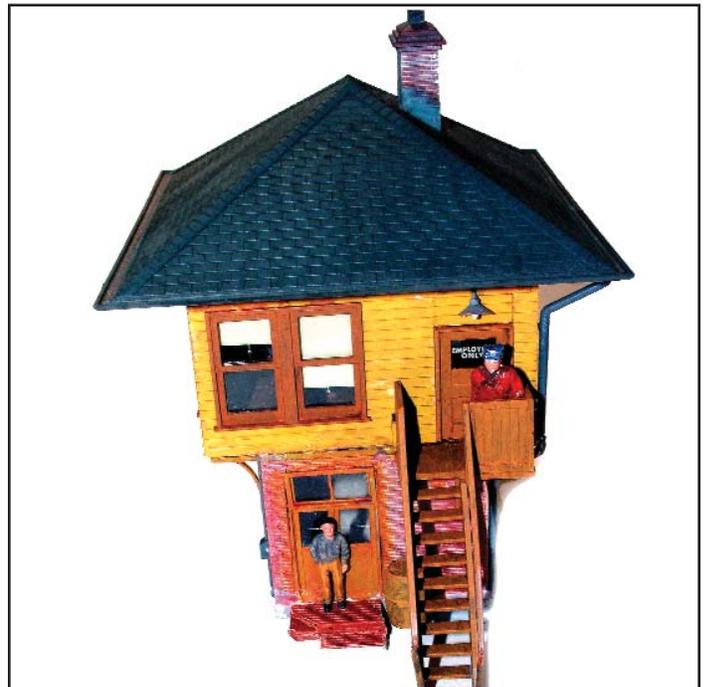
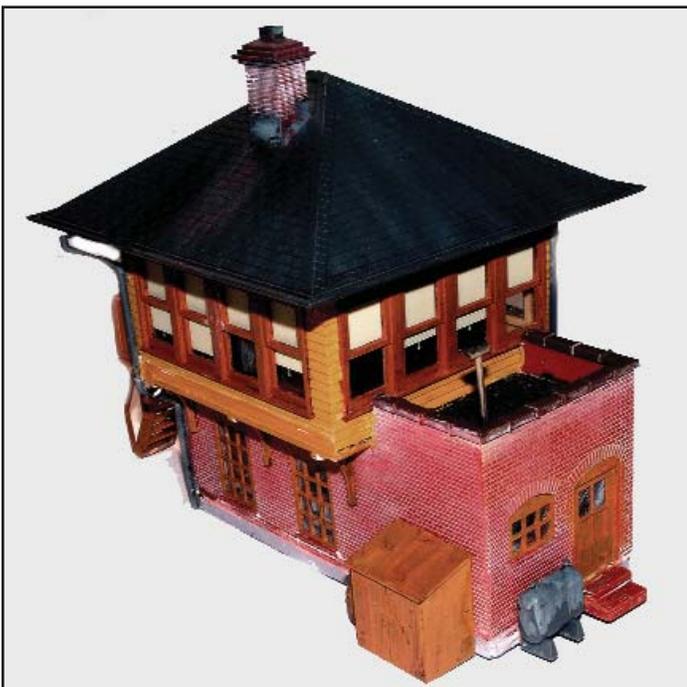


Doug Evans of Columbus, IN scratchbuilt the trailer train flats and put some neat CGW trailers on them. Scene is on his S scale modules as seen at the October Indianapolis S Show. *Photo by Doug Evans*



Above: Barrand Pazan converted this toy transport truck into a 1937 Studebaker COE by using the toy cab and the Hartoy body. See article on page 26. Below: Bill Fraley's article on the next page shows how he converted an O scale Atlas plastic tower to S.

Photo by Barrand Pazan and Bill Fraley



Atlas O Scale Control/Signal Tower Conversion to S Scale

Story and photos by Bill Fraley

This project started when I needed the building sitting at the Jefferson Central's Engine facilities in Jefferson. I'd recently purchased an S Helper Service Track Cleaning Flat Car and wanted to modify it using this building, a left over American Flyer Overland Express Baggage car body. The removal of this building left a mighty big bare spot in the Jefferson Central's Engine House yard area.

Where do I get a new control/Signal tower? Bill's Train Shop, S Scenery, Banta Model Works and many other S scale manufacturers offer all kinds of buildings for your layout, but I remembered that several years ago, someone had mentioned on the Yahoo S scale list an Atlas O gauge Signal Tower that was compatible to S.

So, I went to a nearby O Gauge dealer and purchased the Atlas kit. When I opened the box and looked at the parts, I felt very disheartened as it was wrong for S; this definitely is an O Gauge building. Fortunately, being an old timer, I have never shown any fear of making something in S from other sized scales. So, after some trepidation, I proceeded to chop up the kit. The end result, I feel, is a very nice looking S Scale Signal/Control Tower. The Atlas plans are very easy to read and like any kit you build, you should always read the instructions first.

Suggested tools for the project ... Zona saw, Plastic cement, One Grandt Line S Scale (Door RGS dpt wdw/transom) , Possibly some kind of filler (I use J. W. Wood Filler found in most Crafts shops.) Paints of your choice

(1) The first step is to take 1/2 inch off the base of your main building structure. You then make a foot print of the base of the building out of 1/4 inch foam board.

(2) The next step is to cut out your door on the steps side of the building. I measured the cut by placing the door frame on the building, then tracing around it. For the other door, after cutting off the 1/2 inch of the entire bottom of the structure, I simply cut it off at the bottom to fit the frame.

(3) Next is to put the base of the building together. Then cement it to the base footprint. Now you should have your building sitting on a foundation.

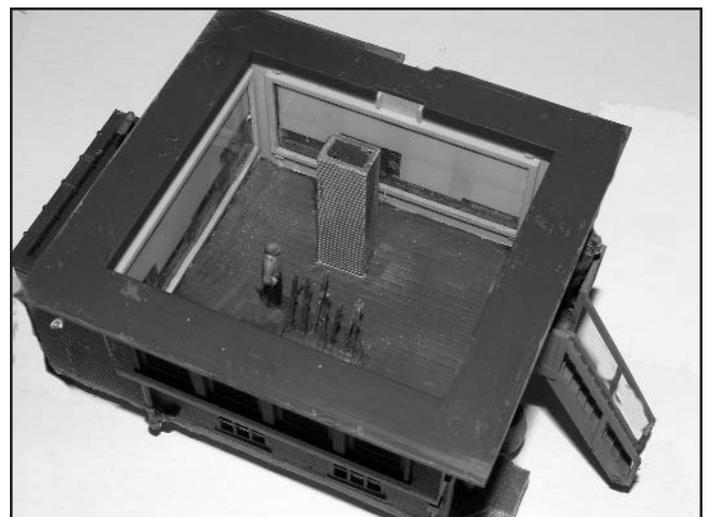
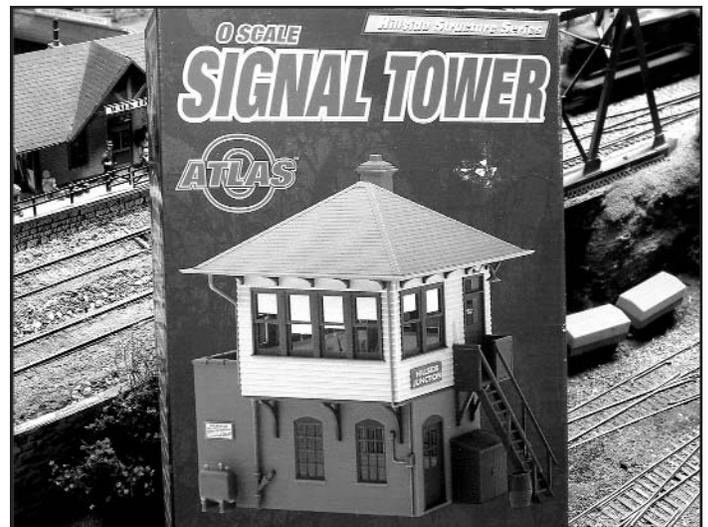
(4) Next is to cut off 1/2 inch around the bottom of the second floor building. Then cement the deck floor and top eaves trim to the sides per the instructions, the rest of the construction is easy.

(5) You will have to cut 1 1/2 inches off of the brick chimney for it to fit.

Reduce the stairs and all other outside fittings to fit the height of your structure. It would be to your advantage to paint all your parts before assembling the structure. I modified my steps to fit the structure, then placed figures in it to liven it up. I did not have to modify the turnout levers. There is plenty of room to really detail the interior of this building if you wish.

Some other tips to make your building look like it belongs there, I used Noch or Preiser HO Concrete Roadway for the deck. This is nice and thin, cuts very easily and looks like a concrete deck. Plus placing all kinds of barrels, boxes and figures around the building gives the entire area a nice finishing touch!

This is a very easy kit to build. So, if you've never really have gotten into modifying (chopping) another size model to S, this would be a very good starter kit. Enjoy! Isn't that is why we're in the 3/16th scale world? It's a builders scale!



the **NARROW GAUGE NEWS & REVIEWS**

STRAIGHT & NARROW

by *David Heine*

2009 National Narrow Gauge Convention Colorado Springs, Colorado

The 29th National Narrow Gauge Convention was held in Colorado Springs, Colorado on September 16-19, 2008. Originally I had a conflict but things changed so I could attend, but only for part of the convention. Even so, it was still worthwhile.

The convention format was clinics and vendor room open in the evenings and mornings from Wednesday evening through Saturday morning. The modular railroads were also operational during those times. The annual awards/business meeting was Saturday evening. The afternoons are left open to visit layouts, etc. on your own. Everything was in the convention hotel, but some vendors was in a separate room away from the others and some vendors were in the hallway leading to the main vendor room. Because we had to leave early, I missed the Saturday night “business” meeting, but I later heard that the attendance was approximately 1850.

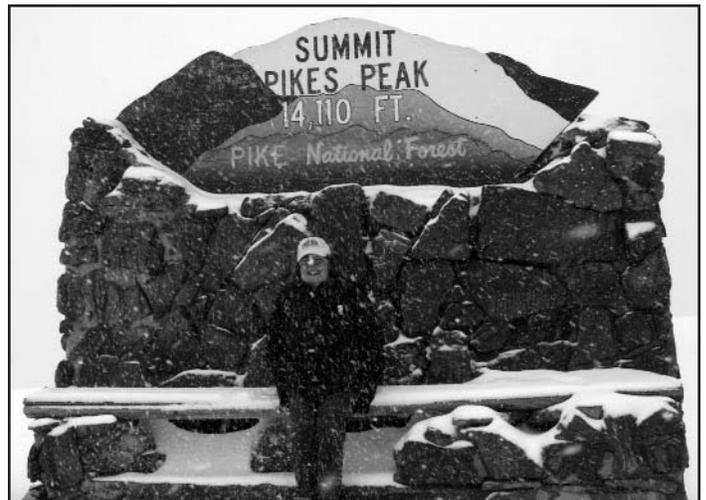
There were a few special events besides visiting layouts, attending clinics, and patronizing vendors. These included:

- Reserved trains for the Pikes Pike Cog Railway, which also included a tour of the shops after the ride. Carla and I took advantage of this on Wednesday afternoon, and had a memorable trip that included a snow storm on the upper part of the mountain.
- Casino bus trips to Cripple Creek.
- The Western Museum of Mining & Industry operated their Osgood steam shovel (demonstration on air not steam) and Porter compressed air locomotive on Thursday and Friday afternoons. We attended this on Thursday and found the tour very informative.

There were a total of 22 layouts open for tours of which three were Sn3. Due to our abbreviated stay at the convention plus going to the mining museum on Thursday afternoon, we were not able to visit as many layouts as normal. There were also several modular layouts on display at the convention hotel, of which one was Sn3. There were 55 different clinics on various prototype and modeling topics. To accommodate this many, there were five clinic rooms in use simultaneously. Some were given twice, which helped, but you still had to plan your clinic schedule. I attended several and some were standing room only.

The biggest news is that Sn3 now has it first ready-to-run plastic freight car, P-B-L's new D&RGW 3000 series boxcars available with two different door types and 10 different road numbers. They announced that the next RTR (or as P-B-L calls them ready-to-operate) cars will be D&RGW 5500 series stock cars. We are still waiting for the “hybrid” D&RGW/RGS K-27 class 2-8-2's, which according P-B-L's convention handout are due in 3-4 months after September.

Several vendors had new S scale rolling stock and structure kits, some of which are currently in my basement waiting to be built. There were two bits of news affecting S scale modelers. The bad news is that Western Scale Models is discontinuing their S and HO offerings to concentrate on O and large scale. They have a nice blacksmith shop with details and also make stamp





mill details in S. Contact them as they are only selling what they currently have in stock.

On the good news, Precision Vintage Classics purchased the former Berlyn Locomotive Works line of injection-molded plastic rolling stock kits and is once again offering them. These are of Colorado & Southern prototype and I had built several of the Berlyn kits in the past. They are also starting to expand on the origi-

nal line of kits.

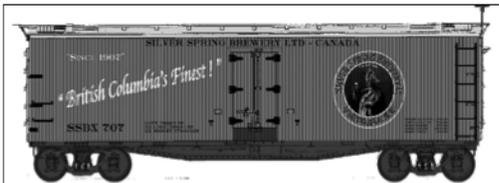
As usual, we had a good time on the trip and too soon had to return home. The next NNGC will be in St. Louis, Missouri, September 1-4, 2010. Future conventions are 2011 - Hickory, NC; 2012 - Bellevue, WA; 2013 - Pasadena, CA; 2014 - Kansas City. Attend if you have the chance; you will enjoy it.

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S TRACKS

By Sam Powell

Model Railroading can save your life.

How's that for a title that will get your attention? But I believe it is true. The demographics of model railroading are a sobering thing. We are not a young group any longer. Analyzing this trend is not the purpose of today's column. The fact is, heart attacks are one of the leading causes of death in the US. And, it is generally accepted now by most thinkers on the subject, that the one common denominator in all heart disease is stress. True, exercise and diet are important. These are the factors that affect your cholesterol and blood pressure, but many people with excellent weight, blood pressure and cholesterol counts have had clogged arteries, and heart attacks.

Stress is the Killer

These conditions in and of themselves do not cause heart attacks. Stress does this. This has been shown in countless studies world wide. When you are under stress, the tiny muscles in the inner walls of your arteries constrict, thus producing minor damage to the artery walls, which is repaired by the body with cholesterol. Chronic stress, an apt description of American life style, creates an unhealthy build up of this repair material inside the artery walls, and thus leads to blockage and heart disease. The heart simply cannot get enough blood any longer. The American life style is a killer. Jesse Bennet, another early S gauger with who I used to participate in one of the early NASG round robin letters, is still going strong at age 95. I think it is interesting that her lives in a part of the country which is somewhat isolated from the typical American life style, and he has model railroaded his entire life. Need I say more? The question is how can those of us living a more typical American life style reduce stress in our lives?

Reducing Stress

There are many ways to reduce stress, but one excellent one is to do something you love every day. This is where model railroading comes in. Your trains have the potential, if viewed correctly, to heal your heart. Seriously. Before I get launched on that, however, let me state right now that balance is the key to success in most things in life. So if you take any good idea and run too far with it, it becomes bad. Don't be tempted to take this article and use it to justify letting your hobby get completely out of control. A hobby out of control creates stress.

That being said, model railroading can do a number of wonderful things for your heart by reducing stress if approached in a healthy way. It has been shown that doing something you love, free of time pressure relaxes the walls of the arteries, and allows the damage caused by the stress of the day to heal.

Happy Priorities.

It has also been shown, in good research, that the right balance of activities in your life is essential to maintaining a productive, happy life attitude. And, these activities must be prioritized correctly. Here is the priority list: 1. Feeling a regular spiritual connection that is meaningful to you. Dr,Dean Ornish calls this vertical intimacy. 2. Spending time for yourself, doing something you enjoy on a regular basis. 3. Spending time with your spouse or significant other on a regular basis. Dr. Ornish calls this horizontal intimacy. 4. Spending time with your children. 5. Work, (which we all do for the most part). 6. Spending time with extended friends and family, (church or house of worship actually often goes in this last group.)

Most of us have our lives upside down. Most probably put work ahead of all else. Then, we are likely to put friends and family next. Then maybe our kids. Then maybe our spouse is in line. And

after all that, if there is any time left, we might spend a little guilt laden time for ourselves or a spiritual pursuit of some kind. Folks, this is a formula for stress and depression. It has been clinically demonstrated.

Give yourself guilt-free time to work on your model railroad, or a model for it on a regular basis. I personally think every day is not too often, but sometimes we just can't do that. Many good things happen when you get time to yourself on a regular basis to do what you enjoy. All of them reduce stress, which in turn heals your heart. Some days have no hobby time. But, if you don't plan for your hobby time I guarantee you will not spend the time you need to have a balanced, stress free life, and your heart will suffer.

Model Railroading Heals the Heart

I believe that model railroading can be a form of spiritual connection. When we get in a deep creative space, we can feel connected to a higher source of inspiration. It happens to musicians, painters, and sculptures. In fact, it happens to most anyone who is building something. It happens to writers. I have felt for years that at its best model railroading taps into that same space of connection with something bigger than our small, personality definition of who we are. So, seen in this light, model railroading helps fulfill the first two priorities on our list. Through trains we can be getting a dose of spiritual connection and personal time. And in the process the inner damage to the arteries that carry life-giving blood to our heart is healed. This damage, caused by the daily stress of life in America with its traffic jams, bad news on the TV and fast pace, get-it-done-now mentality, gets a chance to be undone. Our body will heal if we give it a chance.

Some of us are lucky enough to have a job that is almost like a hobby in that we love what we do and are inspired by the tasks re-

quired there. But those jobs are usually the exception and not the rule. So, if you are like most, treasure and nurture your hobby.

I have been very blessed to have married a wife who has instinctively understood this and supports the hobby wholeheartedly. If your wife is not the understanding sort, remember, she is number three on the priority list, so spend a little time with her discussing this issue. Connecting with her will heal your heart also.

Keeping your goals Balanced

It is important to have both short and long term goals. If our goals are too long term, then all we do is dream and never actually get started. So have a short-term project or goal always on the front of your mind. But dreaming is good for the heart if it is kept in perspective. Having a long-range goal, or plan gives us hope, and this heals the heart too. Patient pursuit of a plan over a period of time helps soften the stress of work. When we know there is something good coming after work or at the end of the week, the time spent is lighter, and brighter. If we have nothing to look forward to, then work can get desperate, and gloomy.

Keeping a Healthy Attitude

So what are the pitfalls here? A hobby out of balance can create stress as well as healing. Competition has been shown to be very hard on the arteries. This is why well trained, perfectly fit athletes can die young, and often die unexpectedly on the playing field. Some doctors will give you medical reasons why football players are often in failing health by the time they are in their 40's. Sure they take a lot of hits during their career, but perhaps the biggest hit they take is to the heart. Good research shows that constant competition leads to restricted, enflamed blood vessels, and thus clogged arteries. The body is well designed to handle short term stress, but not chronic stress. The upshot is, if you feel in competition with those around you in your

hobby, the hobby will not heal, but will instead damage the arteries. If you remember my previous article, Every Layout Is Beautiful, you will see the connection. Judging others work as insufficient, or bad or wrong is a form of inner, mental competition, and thus hard on our hearts. I can cite the research if you wish. So, lighten up, enjoy the hobby for the joy it brings you, and don't undermine its healing power with toxic thoughts about what others are doing. You don't have to be better than others to enjoy what you are doing. Being better than others creates stress by essentially isolating you from your comrades in your minds. As we will see later, the feeling of isolation is another source of heart damaging stress.

Focus on The Process

Simply accumulating stuff does not bring happiness or health. Many of us have cupboards full of unbuilt kits, or still-in-the-box cars and locomotives. If we feel like we can just never have enough trains, then there is something fundamentally unfulfilling about the hobby. This also stresses the heart. If you destroy the family budget by buying trains, this produces stress, and is hard on the heart, and hard on our number three healthy life priority by stressing our relationship with our spouse. So keep your hobby in balance and focus on the process, and not on attaining possessions. This means always being aware of where you get real joy out of the process. What do you love to do? Do you love to just watch the trains run? Do you love creating scenery? Do you love building the structures? Whatever it is, make sure you get to that part of the hobby once in awhile. I have discussed in earlier articles how to continue to make progress on a layout even when you get to parts of the job that are not your long suite, or forte. The short answer is do a little of that from time to time, but focus on the thing you love, whatever that is.

Take Your Time

Time pressure is another stress producer. You gain the most benefit

from your hobby if you can relax with it, and take your time to enjoy it. It is never done, so just take pleasure in what you are doing in the moment. It may help you get things done to put a deadline on it, but this also robs you of much of its healing power.

Getting Connected

Another element in good heart health is feeling socially connected. Good, high quality, scientific research shows us that folks who are socially isolated are twice as likely to have heart problems. And surveys taken in the US show that most Americans feel lonely, which demonstrates that most of us would like to feel more connected socially. Model railroading can come to the rescue once again. Joining a local model railroad club, or forming a round-robin construction group is also a healthy choice. Before the internet, and before the NASG, there was an organization of round-robin circuit letters that S gaugers could participate in to get connected. I think it was either Claud Wade, or Bernie Thomas who started this practice. That definitely got us more connected back then. For these groups to be most effective for our health, the friendships must go beyond just surface involvement. For true improved heart health, we must feel like we really know the other folks, and that they know us. This takes time, and regular attendance. The double edged sword here, of course is that if our social life gets out of balance, the tail wags the dog so to speak, and we can easily end up with no time for our higher priorities once again. For a group to be truly beneficial, you must know how to set boundaries. If you have no time left for yourself because of a group commitments, then maybe the group is creating more stress than it relieves, and thus is being hard on your heart instead of healing it.

Diet and Exercise

Of course everyone knows diet and exercise are the rest of the story. It used to be thought this was all the story. Now we know better. Mini-

mize calories, eat a low fat, complex carb diet, get regular low stress exercise, and work on your model trains regularly. Here is the really good news. Not only will you live longer, but you will learn to enjoy your longer life more. Isn't that cool?

In Summary:

Spending time for yourself on a regular basis is healthy in the deepest sense of the word. Make a commitment to work on your trains regularly. Join a club and keep your commitments to the group under control. Focus on the process, not on accumulating stuff. Keep both a

short term and long term project in mind. Take your time, and enjoy yourself.

“Live Long and Model Railroad.” You all know the hand signal that goes with that.

- Sam

TIRED WHEELS FROM TOY TRUCK TO SCALE

By **Barrand Pazan**

Photos by the author

A friend from St. Louis thought the Miasto toy diecast AllStars cab-over transport truck had possibilities for me. I went to Target and purchased a few and immediately took them apart salvaging only the metal cab. What kind of truck is this you ask? I think it looks most like a 1937 COE Studebaker with sleeper.

I cut off the pointed tip of the radiator and the bottom of the sleeper. Then I used the headlights from the Hartoy CJ and positioned them as in the photo. The fenders and frame from a Hartoy CJ straight truck are used to below the trimmed down cab. It is not a perfect fit, but with the fenders painted black it looks pretty good. I didn't use the Mack bumper. I used another one I had. I also did a version with my own GMC COE frame. The fender fit was better and my casting has the headlights already cast on. This longer frame also allowed the use of different Hartoy bodies.

Above right is the toy transport. The bottom three photos and the one on page 20 show what you can do with this cab to create tractors or short trucks.



THE CLUB SANDWICH

By Dave Pool

The Bristol S Gaugers (BSG) are one of the oldest if not the oldest S club in our land. Many of the founding members are not now active or have passed away. Club members Jerry & Jackie River have sold their home on the Merrimack River, and have now moved to Florida. Hopefully the club members will see them when they venture north for the snow and ice that New England features. In one of his recent newsletter epistles, Doug Peck has an article describing the founding and early evolution of S gauge as a modeling scale. Those involved in promoting and selling products for our favorite gauge are described along with the naming of the gauge.

The Connecticut S Gaugers (CSG) set up and operated their modular layout at the Cheshire High School Ram Band Train show on November 22, 2009. The set up was coordinated by Steve Kutash, V.P. of the club, in charge of the module displays with the help of other members who bring modules to the layout displays. The club layout normally includes tracks operated with AC, DC and DCC power supplies. Operation with DCC was recently instituted on their modular layout.

The club members met in early December at the home of Bob Davis, in Old Lyme, CT. Bob has a fabulous S hi-rail layout with expansive detailed scenery including a cemetery, carnival/circus, mountains with high trestles and tunnels, and a steam loco roundhouse with coal loader which can load the steam loco tenders. Long freight and passenger trains were operated for those attending the meeting.

The Pioneer Valley S Gaugers (PVSG) met at the home of Dave Sullivan, in October. Dave Plourde, coordinator of the group, has recently been medicating for Lyme disease, and he is coming along better according to the club newsletter information. Four of the PVSG members (Dave Plourde, George Renneris, Frank Grano, and Steve Allen) do volunteer work at the Holyoke, MA. Soldiers Home. The home

has a moderately sized HO/DCC layout that is maintained by the club members, and operated with the residents. The club is planning to set up and operate an S layout at the Garden House of Look Park, in Northampton, MA. in December of this year. The layout tentatively will occupy an area 6 ft. x12 ft. in area and feature two loops of operating trains. Pioneer Valley Hobbies, W.Springfield, MA. has graciously made donations to the club to support their activities. Member Larry Covey is scheduled to host the November 21 meeting of the club members at his home in Longmeadow, MA. The recent issue of the club newsletter edited by Steve Allen included several modeling tips on customizing S scale vehicles, and an article on the Osgood Bradley Company. This firm built passenger cars for the Boston & Wooster RR., and later trolley cars, and rail motor cars. Steve outlined the history and products of this firm in his article.

The Western N.Y. S scale Association (WNYSSA) renewed their NASG booster ad, which appeared in the most recently published directory issue. Dave LaGraves offered to help coordinate arrangements for a club holiday party in December. Club members coordinated with the RASG for a layout display on Nov. 15, at the GSME Show, held at the Batavia Fair Grounds, Batavia, N.Y. The club planned to set up and operate their layout at the Dec. 6 TTCS Train Show at the Knights of Columbus Hall, N. Tonawanda, N.Y., and the NFD-TTOS Train Show to be held at Leonard Post, Cheektowaga, N.Y. on Jan. 31, 2010.

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 RASG set up and operated a display layout at the GSME Train Show, held on Nov. 15, at the Batavia Downs, Batavia, N.Y. The club has set up jointly with the WNYSSA club members in the past at the show. The club rented a classroom in a local Catholic school that was closed. The rent is nomi-

nal and covered by donations the club receives from displaying their layout at train shows. The classroom is used to set up the clubs modules with a space to work on them and save time putting up and taking down the layout. The possibility of constructing a permanent layout in the classroom is also being considered.

The South Jersey S Gaugers (SJSJG) and the club meets on a regular basis on the first Friday of the month, at the Stratford, N.J. Senior Center. The club meetings typically have clinics related to the construction and maintenance of S scale trains, or other topics of interest to the members. Greg Berndtson organized "cake and coffee" refreshments at the August club meeting in honor of the club's 20th anniversary. Club President Hank Worrell gave a clinic on cleaning an SHS engine, and Art Turner recently gave a clinic on cutting cow catchers and other pilot enhancements at a club meeting. The club was planning to set up and operate their layout at the train show to be held at the Music Pier, Ocean City, N.J. on December 5/6, 2009 and on Dec. 19/20, at the Upper Township Community Center, Tuckahoe, N.J.

The North Penn S Gaugers (NPSG) held election of officers, and the following have agree to serve: Alex Larkin, President; Roger Gerhart, V.P.; Norm Lepping, Secretary; and Barry Simpson, Treasurer. Roger Gerhart located a source for RR theme lapel pins, and the club members are considering purchase of same to use at train shows and other events where the members could signify their status as club members. The club members displayed their layout at the Allentown First Frost train show in Allentown, PA. on Nov. 13, and at the Schwenckfeld Manor on Nov. 20, 2009. They are planning on setting up and operating their layout at the Gilbertsville Fire Hall Train Show on Dec. 6. Barry Simpson volunteered to be the club photographer, at a recent meeting of the club.

The Susquehanna S Gaugers (SSG) met at the home of Bill Lukens, in Centre Hall, PA. for their Sept. meeting, and at the home of Donna & Tom Vaughn in Howard, PA. for their October meeting. Tom has recently re-built his layout to make it more "user friendly" according to the report of the meetings. Tom plans to

use DCC to control the trains on his layout, and would like to host a club get together with operation on his layout when there is no club business meeting. David VanGilder provided information on the club activities. The club planned to visit the Weaver Trains layout in Northumberland, PA. for their November meeting event.

The Pittsburgh S Gaugers (PSG) attended and set up an operating layout at the Greenberg Train Show held on November 14/15, in Monroeville, PA. . The club has two operating layouts, including a high-rail layout and a modular layout both of which can be used to display trains at shows and events. The club members are planning to upgrade and maintain both layouts by changing scenery items and upgrading the electronics. The October meeting of the **PSG** was held at the home of Jack Sudimak, in Medina, OH. Club members attending the meeting, which was a visit to the home of an S scaler in a nearby State traveled together to help save travel expenses. The host is a coordinator of the Northern Ohio S Scalers (NOSS), and an accomplished S modeler. The November 22 meeting of the club was held at the Kennedy First Alliance Church, McKees Rocks, PA..

The Baltimore Area AF Club (BAAFC) is celebrating its seventeenth year anniversary this year, and Tom Davis was instrumental in starting the club with a meeting at his house. Ron Kolb was a co-founder of the club which now has 154 permanent members, and 12 prospective members. The club has operated their layout at various events this past year, including nine commercial train shows; the B & O Museum Holiday Model RR Days; two local hospitals; Frederick October Fest; Baltimore Museum of Industry; Hampstead, MD Days; and the Union Bridge Depot Days. The **BAAFC** has recently installed commercial backdrops on their layout set up. David Avedesian hosted the November club meeting on Nov. 19, in Rockville, MD. The club operated their layout at the Westminster Train Show, Westminster, MD .on Nov. 22. The club was scheduled to set up and operate a layout at the B & O Museum on Dec. 3 through Dec. 6 in connection with the Museum's holiday event. This is the sixth year in a row that the club has set up and operated their layout at the Museum. The

club has planned to have their annual holiday party on Dec. 17, 2009 in Westminster, MD. This is always a popular event, and includes a meal and program of interest to the club members, train oriented. Club members were planning to set up and operate their layout at the Johns Hopkins Hospital on Dec. 19, and the TTOS Train Show on Dec. 13 in Earleigh Heights, MD. Paul and Russ Love are scheduled to host the club members for their Jan. 16,2010 club meeting.

The Atlantic Coast S Gaugers (Carolinas Division) club members have discussed and voted to support approx. 16 shows at which to run their modular layout, over the year. Joe Haenn coordinates the club activities and reports on the club meetings and events attended.

The Piedmont, Carolinas, and Tidewater Divisions of the ACSG combined their efforts to set up an operating S gauge layout at the Rail Days Festival, on June 13/14 at the North Carolinas Transportation museum, in Spencer, N.C. The Division members plan to return to the museum this Fall, for the three-day "Day Out With Thomas" event. The newly developed Piedmont Division of the **ACSG** announced in August,2009 that they have formed a new club, to be called the **Piedmont S Gaugers**. A majority of the club members voted in August, to withdraw their affiliation with the ACSG and form a new club. The membership pool for the new club will be in South Central & Western North Carolina, as well as the upstate of North Carolina. The mission of the new club is to invite all individuals interested in S gauge model railroading to the club and their activities and promoting the hobby. An immediate goal is to build new and update old modules to NASG specifications, that will run scale, hi-rail, and AF trains. The first show of the club was the Great Train Expo, on Sept. 19/20, at the Metrolina, Charlotte, N.C. Club embers were planning on exhibiting a layout at the Kings Mountain Museum, for a period of time from Thanksgiving through the New Years holidays. Larry Moore made the release of the new club formation. *Well, are they still part of the ACSG or a separate entity altogether? Ed.*

The Suncoast AF Enthusiasts (SAFE) have an updated contact person in the form of Fred Rhyne, in Lutz FL.

The club has a new modular layout that can be set up and operated at various events. The club planned to have their layout at the Golden Spike Train Show in Tampa,FL. on Dec. 19/20,2009. The layout includes SHS sectional track and three main lines with cross-overs. There are also two branches off the inner main line to a six spur yard in the center of the layout.

The Trinity Express S Scalers (TESS) is a Dallas/Ft. Worth Texas area club that regularly meets on the second Monday of the month at the Tupinaba Mexican Restaurant, Dallas, TX. Ted Weiler is the unofficial secretary of the group. The club has in the past shown a layout at two shows in the area where they meet. These include a layout at the Fort Worth Convention Center, in the month of December. The club has a large modular layout measuring approx. 38 ft. x 24 ft. In the past the club has displayed a layout at the train show held on New Years day at the Plano Center, Plano, TX. Prospective members are welcomed by the club members, and Ted Weiler should be contacted at: <flier61@sbcglobal.net

The Houston S Gaugers (HSG) are planning to set up a layout at the upcoming Sn3 Symposium scheduled for Feb. 24-27, 2010 in Houston, TX. Bob Werre was invited to include his S standard gauge layout in the home tour of layouts for the Symposium.

The Chicagoland Association of S Gaugers,Inc. (CASG) is planning to set up at the show on Dec. 13, 2009 and at several shows at the same place in 2010. The club operated a layout at the Southland Train Show, on Sept. 19/20, sponsored by the music department of the H.L.Richards High School in Oaklawn, IL. Club member Joel Lebovitz has volunteered to serve as the program committee chairman for the club meeting programs. Skip Sanchez has agreed to serve as the Secretary of the club for the remainder of the year and the next year (2010). The club is planning for the Fall S Fest to be hosted and run by the club in 2010 The CASG is planning to set up and operate their layout at this year's event. Committees are being formulated and members solicited to serve on them to make next year's event a success. The club members are planning for the 2010 Fall S Fest car that will be made available to those attending the event. Joel

Weber's monthly meetings and operating sessions held on the afternoon of the first Sunday of the month have started up again after a Summer break. The host's Hi-rail layout is open for everyone, non-members as well as the club members.

The Miami Valley S Gaugers (MVSG) planned to set up and operate their layout at the Eaton Christmas Show, Preble County Arts Center., Eaton, OH. on Dec. 5 to 20, 2009 Tony Garza distributes the club minutes of club meetings and events. Tom Hartrum is Recording Secretary for the club meetings. The club is seeking members houses for the forthcoming meetings in 2010. Club member Larry Beam was tentatively scheduled to hold the club's annual Christmas party in January, at his home, and Mike Mitter is scheduled to host the club meeting in February, 2010. The club had their annual picnic in Troy, OH. on October 4, as hosted by Norm Brown at a park across the street from his home, in Troy. The club set up their layout at the NMRA Train Show, on Nov. 7/8, 2009 at the Hara Arena. Club members enjoyed a breakfast at the Golden Corral prior to the layout set up for the event. Chris Burger was welcomed back to the club as a member recently. The club members decided not to bring their layout to the 2010 Spring S Spree, to be held in 2010 in Dearborn, MI.

The Stateline S Gaugers (SLSG) has a newsletter capably edited by Vera Flood, and the various issues provide interesting facts about railroads and the club activities. The newsletter includes listings of RR and model RR events that might be of interest to the club members. **SLSG** club officers include: Jim Larson, President; George Sorensen, V.P.; Vera Flood, Secretary; Dave Pippitt, Treasurer; and Dave Oberholtzer, Jon Sevall, & Dave Wilma, Board of Trustees members. The club hosted the 2009 S-Fest. The Fall-S-Fest was held on Nov. 6-8, 2009 at the Clock Tower Resort & Conference Center, Rockford, IL. The event included display layouts, model contest, train races, incline races, movies, a banquet, and layout tours, all in addition to the sales area. The club is looking for a place to set up and work on their modular layout, and they are actively seeking new club members. A mailing was made to all known S gaugers in the area where the club holds events and meetings. Club members voted to make a donation to

the Keen Age Center, a charity organization, and members were encouraged to offer the names of other worthy charities that the club might make donations to. Any suggested charities would be considered at the Club party in December.

The Central Ohio S Gaugers (COSG) has signed a contract for the rental of three buildings on April 28,29 & 30, 2011 at the Franklin County Fairgrounds, Hilliard, OH.(this is a change from the May dates originally planned.) This will be the site of the 2011 S Spree as planned and hosted by the club. It is planned to have the Spree in two of the buildings and use the third building to display only train layouts which would be open to the public. The Spree S car will be a Timken Tractor trailer on an S Helper Service flat RR car. The club is planning on setting up a layout at three places in December, 2009. These include the Marion Train Show, Marion County Fairgrounds on Dec. 6; the Buckeye Train Show, at the Lausche Bldg. on Dec.12; and the TTOS Train Show at the Franklin County Fairgrounds on Dec. 13, 2009.

The Southeastern Michigan S Gaugers (SMSG) has 46 members as reported at a meeting last year. Club member Gordy Michael is the rolling stock coordinator for the club and he keeps track of the equipment that is operated at the various show displays that the club participates in. The club is planning for the **2010 Spring S Spree**, which they will organize and sponsor. The event will be held on April 30/May 1, 2010 in the Dearborn Community & Performing Arts Center, near the Amtrak train station, Dearborn, MI. Planning for the event is well underway. **(See S Calendar).**

The Northern Ohio S Scalers (NOSS) held their Oct 29 meeting at the home of Jack & Sharron Sudimak, in Medina, OH. from where those attending got to tour two local S gauge layouts, and the meeting included members from the Pittsburgh S Gaugers. Jack coordinates the club activity, and Chris Borgmeyer edits and distributes the club newsletter issues. Club members held their annual **Interstate Get Together**, on Sept. 26. This event starts at the Sudimak residence, from where those attending can visit one or both of two local layouts.

The Badgerland S Gaugers (BSG) are planning to have clinics at more of their meetings to increase the attendance. Ron Schlicht ably coordinates the club meetings, and edits the club newsletters. Ron had his photo in the May/June issue of the S Gaugian magazine, with a feature article in the magazine on his portable S train layout. The layout includes some older Plasticville buildings and almost 400 model figures along with nine operating AF accessories. A recent listing of the membership of the club included 74 members. The club sponsors and organizes Train Swap Meets at the Knights of Columbus Hall, Greenfield, WI. The meets are from 8:00 A.M. until Noon, and the most recent one was held on November 22. An additional meet this year will be held on Dec. 27,2009. Meets scheduled for next year are to be held on Jan. 24, Feb. ,2010.

The AF S Gaugers of the St. Louis Area (AFSGSLA) recently established an e-mail address, at: amsgsla@sbcglobal.net Club member David Stevens has agreed to coordinate the club meeting locations and times, to help reduce the work load of Gary Mueller and Moe Berk. The club set up and maintained an S layout at the Downtown Macy's department store as they have in past years, however, the store building is to be remodeled in 2010 and the status of the train display will be questionable. Moe Berk is scheduled to meet with the Macy's store management to work out details of the train display next year and in following years. Club member Jim Anderson hosted the club meeting on Dec. 4, in St.Charles, MO. The annual holiday club party will be held at the home of Norm & Ilon Pilarski, on Jan. 8, 2010 in Ballwin, MO. The club is planning on setting up and displaying their large layout at the TCA Train Show, in the Life Christian Center, on Dec. 5. The small double helix layout is scheduled to be set up at the Jan. 30, 2010 TCA Train Show at the Olivette Lutheran Parish Center. The St. Louis County Dept. of Parks & Recreation has invited the club to participate in their Museum of Transportation's 30th Anniversary Celebration, to be held on June 20, 2010.

The Kansas City S Gaugers (KCSG): Club members Roy Inman and Bob Agne have been working on the Union Station layout under construction for the Holiday Season displays. This layout will

feature AF trains operating around an aluminum Christmas tree in one of the displays. Roger Ketterman has also been working on the main portion of the display layout, which will include the tree display as described. The layout includes lighted Minicraft buildings, lighted street lights, a Plasticville city, an amusement park & circus, and three operating Erector displays. The club set up and operated a display layout at the Front Street Show, at Interstate Federal Savings, on Nov. 30., and an AF train display at the Schmeltz Auto Body Shop and party in early December.

The Southern Calif. S Gaugers (SCSG) are planning an **S Fest West, 2010** to be held on May 1, 2010. Club member Don Stratton is coordinating the event. A deposit has been made to the Embassy Suites in Monrovia, CA. to reserve space for the event. Dennis Bagby is coordinating the reservation. Plans and details for the forthcoming S Fest West are the subject of the club meetings. Cindy Friedberg is obtaining information on shirts and hats that could be worn by the club mem-

bers at the Fest. The club planned to set up and display a layout at the Dec. 5/6 Great Train Expo, to be held in Ontario.

The San Diego S-Gaugers (SDSG) was invited by the SCSG to set up and operate their layout at the 2010 S Fest West being planned for May 1, 2010 in Monrovia, CA. at the Embassy Suites. The club is inclined to attend but is considering the details of bringing their layout and attending the event. Roland has been hosting work sessions for construction and improvement of modules that the club can use to operate a display layout. These were held in October, November, and Dec. 5, 2009 at Roland's home in Encinitas, CA.

The Bay Area S Scalers (BASS) held a meeting at the home of Lee Johnson, on Nov. 21, in Walnut Creek, CA... The meeting included operation on the host's layout. Graham Henry edits the club newsletter, called the Bass Waybill. Lee Johnson coordinates the club meetings and events. Lee wrote articles describing recently available S products from various S

suppliers that appeared in a recent newsletter issue. Mikal Pruitt hosted the club members for their Sept. 19th meeting in Sebastopol, CA. The layout will be replaced by a new one once Mikal has moved to Dunsmuir, CA. The club is the official host group for the **joint NASG/NMRA convention to be held in 2011**, in Sacramento, CA. Ed Loizeaux is chairman for the host group, and he is seeking committee members to help organize and carry on the event. The club is planning a 2010 calendar, with photos of S scale trains. Lee Johnson is coordination this activity for the club.

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.



This gritty east coast industrial scene right out of the 1930s was taken by Barry Pazan on his unusual 125 square foot S scale layout. He calls it *Going Home at the End of Day*. The reason it's an unusual layout is that it's all city. He does use track and S Helper freight cars, but there is not a single locomotive (yet) because Barry specializes in 1/64 trucks.
Photo by Barrand Pazan

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08/2009

EXTRA BOARD

FALL S GATHERINGS:

Blue Ridge "S"calers had a meeting at the South Eastern Regional Train Center in Johnson City, TN, on October 17, 2009. Sixteen members were present from East Tennessee, Western North Carolina, and one from South Carolina. Four clinics were presented along with ample discussion time before leaving. Larry Morton, of Tomalco Track, lead a clinic on How to Have an Operating Session (do's and don'ts). He also discussed the history of S scale track. Bob McCarthy, of The Supply Car, presented a clinic on passenger cars and decals. Dean Odiorne's clinic was on home made tools that make modeling easier. Then George Courtney gave a clinic on Sector Tables and how to use them to increase your railroads operation. Next meeting is going to be in Kingsport, TN, either in late April or mid-May.

The 6th annual **Indianapolis S Show** was held on Oct. 10 in Noblesville, IN. Doug Evans' highly detailed 10' x 26' scale modular layout was there. The event was held at the nearby 4H Fairgrounds. It was lightly attended, but there was a lot going on. Good clinics, an S scale and an O scale layout to

visit, 20 or 30 tables of sale items, and the famous foot-long hot dogs. There was the traditional show and tell at Shapiro's Deli restaurant on the previous Friday evening.

For the **Jersey Get-Together** see page 12, and for the **Fall S Fest** report see page 14. And then there was **Train Fest** in mid-November at the Milwaukee Fair Ground that had 21,000 people view the two S layouts of the Badgerland S Gaugers.

S IN NON-S PUBLICATIONS

- Nov. 2009 *CTT*: Tommy Robichaud's S hi-rail layout is featured.
- Dec. 2009 *MR*: 5-page feature by Brooks Stover on "Adding Operations"- of course, using his S scale BC&G layout as an example.
- Dec. 2009 *CTT*: Collecting Classics is a one page feature on the AF No. 350 Royal Blue loco.
- Dec. 2009 *RMC*: Brooks Stover strikes again with an article on constructing the BC&G Mack Railbus.
- 2010 *Great Model Railroads*: Has a story on Paul Scoles' Sn3 layout.

WINFIELD RR FOLLOW UP

Interestingly, since the Winfield RR story I did in the June, 2009, issue I discovered and purchased a book that extensively covers the little shortline. It's *Ghost Rails V* by Wayne Cole. It's mostly black and white, but there are a few color pic-

tures of the Winfield as well. The book also covers the Butler, PA, branch of the PRR.

On my track plan, I had the mushroom mine located at Boggsville. This works for the layout, but the actual location was just beyond the Penn Dixie Cement plant. It appears there was a 3-track stub yard which also was end of track for the Winfield. The Mushroom mine was actually inside old played out limestone mine tunnels. The Moonlight Mushroom plant closed in 1980. The old mine is now government storage. I forgot to add some dashed lines on the plan for optional trackage to make a continuous run loop. If you didn't want a continuous option you could elevate the trackage as it moves up to the Cement plant.

For those interested, the book is \$45.00 ppd to Cole Books, 243 Cordak Road, Darlington, PA 16115

BIG BOYS ARE HERE!

OH BOY, THE BIG BOY is here! Just in time for Christmas the long awaited AF Big Boys are showing up. There sure is a lot of excitement out there, especially in Flyer Land. Gee, scalers might start ripping up their track and re-laying hi-rail track. For the record it's a 4-8-8-4, used only by the Union Pacific. See page 4.



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S Calendar



Feb. 24-27, 2010: Sn3 Symposium 2010, Houston, Texas. Hobby Airport Marriott Hotel. www.frolin.net/Sn3-2010 - Contact Craig Brantley 281-642-4189.

April 30-May 1, 2010: Spring S Spree presented by the SE Michigan S Gaugers, Ford Community & Performing Arts Center, Dearborn, MI. This is the first in Michigan. Clinics, layout, auctions, lots of space. AF and AM Spree cars. www.smsgrains.org. Jerry Poniatowski 734-721-0772.

April 30-May 1, 2010: S Fest West, Embassy Suites, 211 E. Huntington Dr., Arcadia, CA 91006 (LA area). for information contact Dennis Bagby at 626-791-5300, - sfestwest@yahoo.com.

July 11-17, 2010: NMRA 75th Anniversary Convention - Milwaukee, WI. S will be there. www.NMRA75.org

July 21-24, 2010: NASG Annual Convention, Duluth, MN. NASG 50th Anniversary. Sponsored by the S Gaugers of the Twin Cities. See the Iron Ore country - tours reflect iron mining and lake shipping. Note: several layout tours will be in the Minn-St. Paul area July 18-21 and Sunday July 25. Holiday Inn Downtown and Edgewater Resort & Waterpark are the hotels in Duluth, Minn. www.nasg2010.com

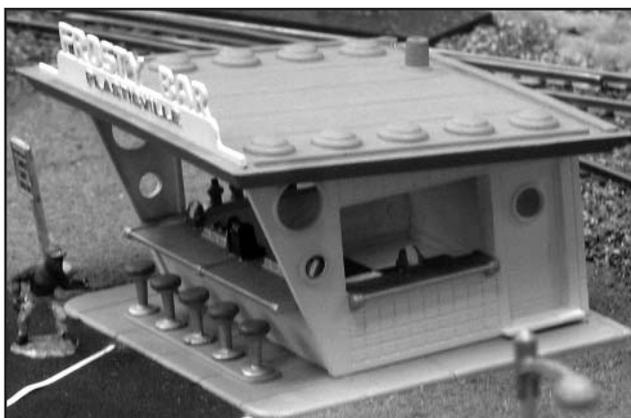
Oct. 22-24 2010: Fall S Fest, Tinley Park, IL - details tba

July 3-9, 2011: X2011 NASG (NMRA) Convention, Sacramento, California. This will be a joint convention with the NMRA. www.x2011west.org.

Bids open for NASG Annual Conventions 2012 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: leemax@jps.net.



Above is another scene on Doug Evans' 10' x 26' modular layout as displayed at the Indianapolis S Show. Left is the S Oscar framed on the left by organizer Charles Malinowski and on the right by Matt Orth. Top photo by Doug Evans, left by Jeff Madden



Mike Marmer was responsible for the Frosty Bar models on his layout and for arranging for the cartoon on the previous page.

Railmail cont. from page 4

the total sales from a show aren't realized until months afterward, especially for a track line like Tomalco. One of our members purchased some Tomalco turnouts a year after seeing it in Baltimore (2007). Track purchases generally aren't made until benchwork is happening. Most guys going to shows will purchase cars, some structure kits and even motive power without an immediate need, but track is a little tougher sell to be sure.

No easy answer here because you need new guys to build new layouts, and you don't get that without promotion of some kind. It's the "new" guys who are going to spend the money on track products, not the oldtimers with already built layouts. The best way I could think to promote new sales is doing a "trade for clunker" thing. Years ago, Kinsman offered 50 cents trade-in credit for old AF trucks toward Kinsman trucks – I bought as many as I could. Offer HO guys a few nickels for their old snap track and see what sales are generated. Re-cycle the rail and plastic and get some money back! Maybe the same thing could be done for AF track – way too much of that stuff around anyhow.

- Bob Werre.

AF Collector Opinion: Although I am a member of the NASG and the TCA, I do not belong to any S Gauge clubs as none exist in my geographical area. I do, however, attend most train shows in the northeast, traveling as far north as Springfield, Massachusetts, and as far south as Gaithersburg, Maryland. That being said,

let me admit right up front that I made a conscious decision not to attend the recent convention that was held in Lowell, MA (2008). This decision was based on the fact that I did not care to attend a gathering of mostly scale enthusiasts as you have alluded to in your column. Furthermore, I find that the *Dispatch* is more focused on the scale segment of the S gauge hobby. AF seems to take a back seat. ... I feel that a noteworthy segment of the S hobby is left out in the cold so to speak, I have a number of friends and acquaintances that are S gauge hobbyists that, like me, focus on AF, but do not belong to the NASG for the reasons above. I, however, elect to belong, even though I am somewhat less than happy by what I perceive to be a focus on scale, simply because I want to keep S gauge railroading alive.

It would be nice to see an occasional article in the *Dispatch* on strictly AF trains – history, maintenance, tips, Flyer layout building, etc. I have no problem with the scale segment of the population, but I would in fact like to see more AF included. Perhaps if we get back more to the roots of S, the ranks of the NASG and convention attendance would grow.

- Rich Manzano *I responded to Rich basically that the NASG sort of is more scale and hi-rail oriented so as to fill the niche of modelers that originally started out modifying American Flyer. I pointed out that today AF by Lionel is a stronger player in the "new" market than was the case 10 or 15 years ago, and that newer manufacturers have added to the mix of products S modelers can choose from. Of course, we*

will print AF articles when we get them, but with a balance with the other segments of S. As to conventions, it's sort of a mix of interests. True, a Flyer purist may not be interested in a DCC clinic, but he may enjoy one on scenery. ED

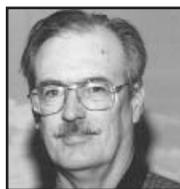
2010 Convention Teaser: Legend has it that Ken Zieska's S scale layout (which will be part of the tours in the Twin Cities) once featured a prototypically accurate 180-car train of SHS ore cars grunting and groaning its way up a North Shore gorge. Plan of visiting Ken's layout on your self-guided tour of the western Twin Cities S-layouts on Monday and Tuesday of convention week.

- Steve Doyle

Toy Trains Forever: If there were AF layouts in stores and malls running trains produced as they were in the 1950s, I think the little children of today would respond as we did. I remember seeing AF trains on walls in stores and watching them go fast. That was exciting. I believe only AF trains displayed as toys can save the "S" gauge market for the future.

- Michael Moore – California *Maybe, but beyond that interest scalers and hi-railers expanded out of this original market. As well, electronics (command control with sound) is a mighty popular feature with young and old alike - a feature that wasn't available 60 years ago. At the recent Trainfest in Milwaukee – we had fast running AF trains on one layout and DCC and sound S trains running on another. Things are just more complex now including the marketing of model or toy trains. – Ed.*

Seasons Greetings From the NASG and the Dispatch staff



From left to right: Bob Werre, Sam Powell, David Heine, Jeff Madden, Terry Madden, David Pool, Bill Fraley, Sam McCoy and Chuck Gorman at Studio G. Check out page 3 to see who contributes what. The NASG thanks all for their efforts.

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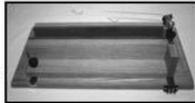
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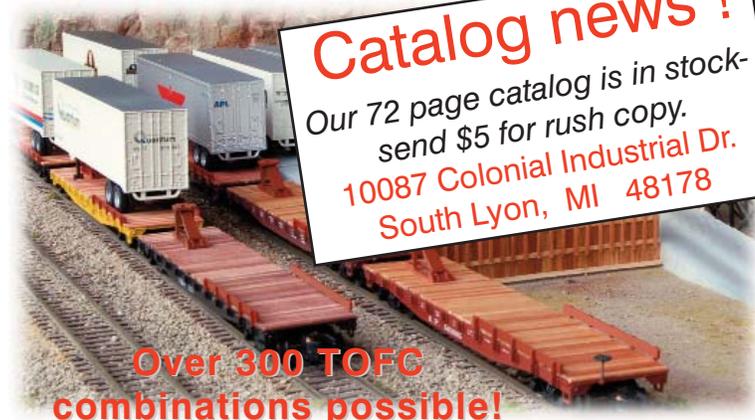


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