

DISPATCH



Meet a Master Model Railroader



**Last Run:
Russ Downs**

**Toy Diorama
to Structure**

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

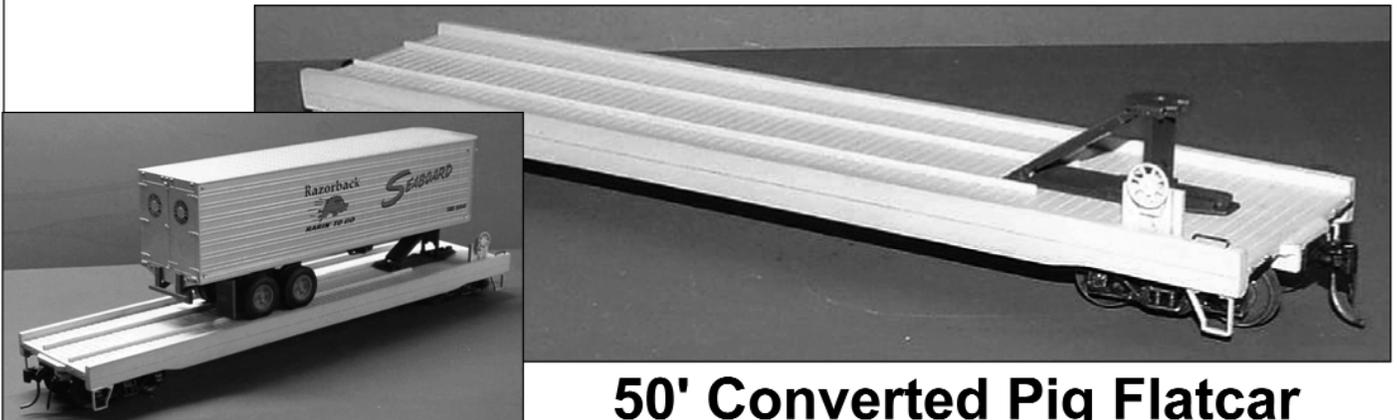
Evans Gondola



#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.



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NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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

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

NASG Membership Secretary,
Claude Demers
29 Redwood Terrace
Flemington, NJ 08822

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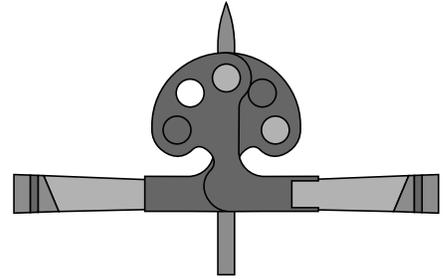
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COVER: . This photograph of the coal train rolling past the company store at Dundon was taken with only the evening light coming through a glass block window. Local folks are going about their chores as the sun sets behind the ridge. The smoke and headlights of the pickup truck were added digitally. *Photo by Brooks Stover*

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February 2010



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

NASG Website Director Michael Greene: mgreene@cedarlane.com

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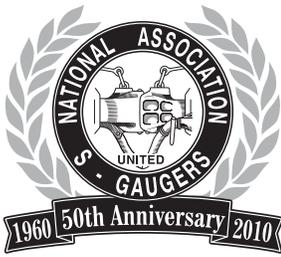
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NASG NEWS



The NASG celebrates its 50th Anniversary this year. Thus, it is fitting that we provide some historical articles, charts, information, etc. in the issues of the *Dispatch* for 2010. To really get into the history check out Bob Jackson's 5 part history on the website.

“According to our late 3rd General Director, Russ Mobley, the *National Association of S Gaugers* was adopted unofficially in May 1960 and officially in October 1960. This is the most precise dating of the official start of the NASG that we presently have.” This information was in the Prologue of Bob Jackson's first installment of the *NASG Story* in the December 1986 issue of the *Dispatch*.

It is also of general knowledge that G. Claud Wade of St. Louis, MO, began an informal circuit letter group around 1958 to promote S scale and called it the National Association of S Gaugers. These circuits of pioneer S gaugers continued concurrently with the beginnings of the *S Gauge Herald* in 1960 and the formation by that readership of the NESGA (Northeastern S Gaugers Association). Thus, G. Claud Wade is considered the founder.

The *S Gauge Herald* under the tutelage of Wally Collins and Editor Frank Titman (Dave Bulkin originally started the *Herald* in 1960) began including an

NASG column by G. Claud Wade and this column continued until the *Herald* ceased publication in 1978. It was during the 1960s and 1970s that the NASG grew in status and leadership and eventually absorbed the NESGA. This was primarily due to the NASG working by itself and with the NMRA to set non-tinplate standards for S scale.

Previous to 1972 all annual conventions were sponsored by the NESGA, but in that year the NASG held its first convention in Kansas City. From then on the annual conventions were sponsored by the NASG with the exception of 1973 when it was co-sponsored with the NESGA. The 1976 NASG Convention in Ottawa, Canada became the “Constitutional Convention”, where, of course, the first NASG constitution was approved.

On a more commercial level the *S Gaugian* under the editorship of Don Heimburger was supporting S since its beginnings, also beginning in 1960 as a newsletter.

The *S Gauge Herald* called it quits in 1978 for various reasons, and almost immediately the NASG started its own organizational newsletter which became the *Dispatch* in 1979.

And, remember, that the reason these organizations and publications came about in the first place was because of a few pioneers who saw the value in the size of S to model scale trains. This was coupled with the fact that American Flyer as the major manufacturer of S was in decline and went out of business in 1967.

So there you have it, a quick history of the NASG. Any contributions to the *Dispatch* on this subject would be welcome.

S RAIL MAIL

Lionel AF track and switches: I wonder why Lionel LLC doesn't put the Gilbert tubular AF track into production. The K-Line S gauge track they currently market is fine, and it works well with original Gilbert AF tubular track. But what good is all this new straight and wide curve track without switches or crossings? Why would anyone building an American Flyer layout and utilizing the new K-Line track want to use used switches and crossings? While the economy and probably sales are sluggish, maybe some of the O gauge track production can be diverted to S gauge track production? Thank goodness that other manufacturers such as SHS, AM, Gargraves or Classic Trains are filling the void. Has the NASG ever attempted to con-

vince Lionel to put American Flyer track back into production or to make switches and crossings??

- William Mezzano, Addison, IL. *Yes, there is a need for the principal AF manufacturer to get on the track and turnout bandwagon. I would think they could start producing some of the original track and turnouts. As well, they might think progressively and offer an enhanced version of the old Pikemaster track. - Ed.*

Re: S Tracks: I can wholeheartedly back up what Sam says in the December *Dispatch* "S Tracks." STRESS IS A KILLER! Starting in the 1980's, I had stress coming at me from two directions, my job and the still ongoing medical problems of my wife. My blood pressure started running high in 1986, and I had my first heart attack in 19 While admittedly overweight, my cholesterol was only 170, and I didn't drink or smoke, yet I had a heart attack at age 47.

Continued on page 31

Jeff's Junction



On Resin kits...

Well now, what should Jim King or other resin-cast manufacturers produce in S?

The recent success (sold out) of the GE 70-ton diesel switcher (scale only) kit by Smoky Mountain Model Works has fueled a lot of speculation about what else could be produced. The "I wanters" have come out in force wishing for various freight cars, caboose and locomotives to be produced via the limited run high-quality resin method. As for diesels, the list includes: SD-40-2, FM H10-44, Baldwin Sharks, GE 44-ton switcher, Alco RS1, Alco S-1 to S-4. An 0-6-0 was proposed by steam lovers. Freight cars on the list (some already probabilities) include Milwaukee Road rib-side boxcars, C&O high side gondola, turtle roof boxcars, etc. Caboose so far include the B&O I-5 and others.

Of course, Smoky Mountain Model Works or other resin producer of minority S scale product will want assurances the product will sell – that's why there are deposits required for the larger more complex products like locomotives. The manufacturers surely want guarantees of anywhere from 50-80% sales prior to production. You can't blame them. In other words, will the "I-Wanters" put their money where their mouths are and enough of them?

One big concern we all have in S regarding limited run resin (brass too for that matter) is not to step on the toes of our injection mold manufacturers – SHS, AM, Des Plaines, Lionel AF. If, for example, a resin manufacturer comes out with an Alco S-1 switcher about the same time AM decides to do one – well sales get diluted. Somehow communication needs to happen before such a conflict comes to fruition.

I feel the most promising rolling stock items for limited run resin products are those items that would not appeal to the mass market of S gaugers. That would include some items made in brass previously such as a Milwaukee Road rib-side boxcar. But as to items not produced in S yet, I would lean toward smaller diesel locomotives, maybe small steam, unique freight cars, most cabooses, unique passenger equipment and MOW equipment. Some examples of passenger equipment would be a 48-60' wood style combine, gas electric, railbus or trolley.

I would not think that larger steam or diesel locomotives, mainstream passenger cars, common freight cars would be as successful. Best to leave that to the "big boys". Why not a resin E-6 diesel or a modern SD70 Mac or an SD9 or a 4-8-4 Daylight, or an Amtrak GE P-32? There were some of these offered before in brass, and others not at all. I'd say these would not be my first choice if I was a producer – maybe not even a last choice. For one thing, these are candidates for the "big boys". For another, mechanisms and running gear are more complex and for small runs would drive the price up. Thirdly, most larger diesels had very elaborate paint schemes. If sold undecorated – well, that would be a big deterrent in this RTR world – even for many scalers. And to the contrary most smaller diesels (probably better candidates for resin production) have or had simpler paint schemes and lettering. Fourthly, for locos – if only scale wheelsets are offered – then down goes the market base. And lastly, the overall cost to produce even a limited run of say a SD70Mac would be stretching the affordability limit.

Some ideas from me for resin production: I still like caboose projects like the B&O I-5. I like unique freight cars like the Milwaukee Road rib-side boxcar or the turtle back one. I like oddball passenger equipment like a McKeen Motor Car. I like the idea of the 44-ton diesel. For steam – maybe an 0-6-0 or a Shay. Vintage tractor trailers might make good choices – especially trailers that could go on flat cars. I like the ideas of producing some unique M.O.W. equipment too – cranes, steam shovels, etc.

And as far as do-overs in resin for things previously done in brass (like the B&O round roof boxcars recently released) – good idea if price can be below brass and item in brass is scarce or unavailable. I'd say no to a hopper car previously done in brass – too common.

Quality resin kits are certainly welcome in our minority scale, but think about it first when you say I want this or I want that!

P.S. Happy 50th Year to the NASG and its members. Some few of you have been with the NASG the whole time, some of us a few years, and some are newcomers. All through this year the Dispatch hopes to bring you some historical references, articles, charts, and so on. Contributions are welcome. It is also hoped that many of you can attend the Duluth convention. Yes, I know it's a recession and Duluth isn't right on the beaten path, but it sure sounds like a wonderful place to enjoy S and real railroads.

NEW PRODUCTS REPORT

By Jeff Madden

MAISTO (local discount store) has some transport caricature trucks that may be of use to S scalers. See page 26 of December *Dispatch* for a view and kitbashing ideas for this truck. The transport part is rather useless, but the truck cab is useable. Some vehicles on the hauler part are 1/64, others not. - \$7-8. Maisto also has several 1/64 new model cars available at bargain basement prices.

MATCHBOX (your local discount store) has some new tractor-trailer trucks that are 1/64 or close to it. They are called the Super Convoy series. The one shown in the picture below is an International Lonestar with cable loads on a flatbed. Some say it is a bit undersized, but the trailer does measure 8' wide. They would fit look just fine on most S layouts as is, but many will want to kit-bash, cannabalize or whatever. Also available are a Kenworth with Auto Transporter trailer, an International (like this one) with pipe load trailer, and Kenworth

with box trailer. The trailer and rear tractor wheels aren't dual but they look all right at a distance. Price is around \$8-9.

S SPREE (www.smsgtrains.org) will have two car for the upcoming Spring S Spree on April 30-May 1 in Dearborn, MI. The one shown below is a bright red GN boxcar by Lionel AF. I believe this is the first car by Lionel ever offered at a Spree. \$65 each, unless you registered earlier.

SUNSET MODELS INC. (22 Beta Ct., San Ramon, CA94853 - 925-820-7701 - http://3rdrail.com/s_scale.html) has announced 3 versions of an SP Pacific to be produced in 2010. Reservations are being accepted for an SP P-8 4-6-2, an SP P-10 4-6-2 and an SP P-10 Daylight styling 4-6-2. They will be available with DC scale wheels, QSI DC/DCC with sound scale wheels and TMCC (Lionel) with sound and AF wheels. No deposits required. Price is \$1495.95 for the plain DC versions. Add \$150 for the sound versions.



Great Northern Lionel Flyer Car
(O gauge model shown)

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WHAT'S NEW



Last Run

Russ Downs

by Bill Fraley



It is with sadness we announce the passing of long time S Gauge manufacturer Russ Downs, December 30th, 2009.



In 1959, Russell completed his bachelor's degree in education at Millersville University in Pennsylvania. He went on to achieve a Master of Arts at the University of Minnesota in 1963.

Russell had a passion for social service and spent most of his career in youth counseling. He worked at the Skycrest summer youth camp in

Pennsylvania, coached and refereed youth sports, and for more than nineteen years was employed as a guidance counselor by Bishop Eustace Preparatory School in Pennsauken, New Jersey. After he retired, Russell continued to work with troubled young people as a counselor and mentor.

Russell's hobbies included photography and model railroading. He owned and operated Downs Model Railroad Company for over twenty years. Russell would combine the two pursuits by taking pictures of actual train cars and reproducing them as working models. His S gauge reproductions continue to be a treasured acquisition within the hobby.

Russell was a life-long sports fan with a special love for baseball. He was a fan of the Athletics from their beginnings in Philadelphia to their new home in Oakland California. In recent years, Russell discovered fantasy sports and enjoyed many hours of online competitive fun with his friends and family, often finishing at the top of his leagues.

A little history on Russ ... I remember Russ from attending NASG Conventions. I also had a tour of his machine shop in the basement of his home in Gloucester City, New Jersey. The shop was well organized, but with models in production lines everywhere. Russ had two young men working for him, and he said on Monday mornings, neighborhood women would also come into the shop and do their individual work on models for him. From what I remember, the models were well crafted and ready to box and ship out to waiting customers. I was really impressed with the long line of

Rusti Tank cars ready for shipment.

Bill Lane stated, "I doubt that there is someone reading this that has painted as many S gauge cars as Russ has. It has to be in the thousands of cars over the years. Russ would buy Scalecoat Paint by the gallon! He had a rather good homemade paint booth."

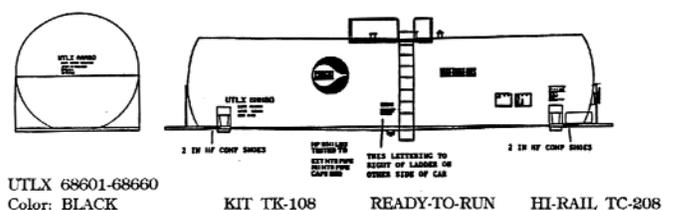
We are not sure of the exact date that Russ Downs bought the ACE Model Railroad Company but Ace owner, Walter C. Graeff, died April 5th, 1978, so it would be in the late 1970's. That is when Russ became a factor in manufacturing ACE S gauge supplies. We would all remember him well from our association with Russ at various S Gauge conventions selling his model railroad products. There are many others who live in the New Jersey area that had close association with Russ, as he was a member of the South Jersey "S" Gauger's club and manufactured several special kits for the club money making projects.

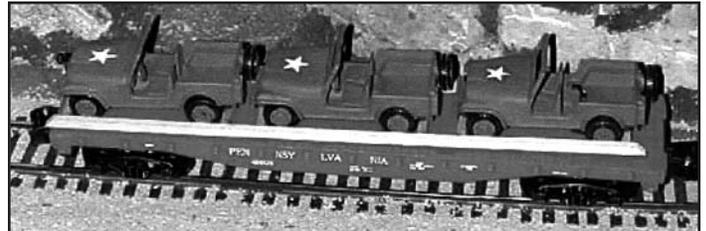
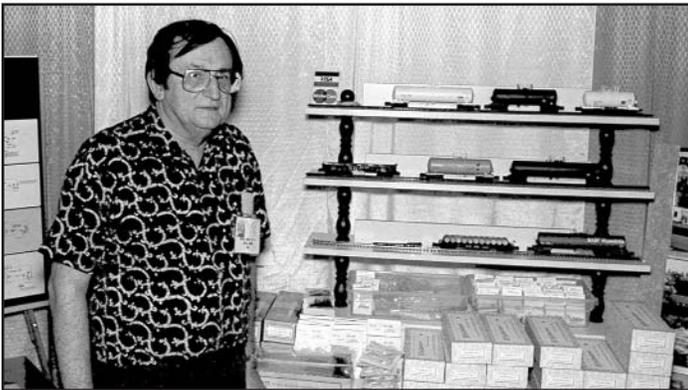
In 1980 Russ started to develop a line of American Flyer Ready-To-Run cars by taking the body shells and painting them. His "Silver Line" cars were lettered with dry-transfer or screen painted decals. His "Blue Line" cars utilized standard S Gauge wet-transfer-lettering. His "Red Line" cars were Refrigerator cars with standard road name markings, color and decals. Russ also had a "Gold Line" and those cars were more elaborate and were priced individually.

Later on Russ produced a line of S gauges cars called "RUSTI Model Railroad Equipment" by Downs Model Railroad Company. This rolling stock consisted of repainted Gilbert plastic Flat Cars, REX Scale Metal Flat cars and hand crafted Ready-To-Run tank cars. (When the supply of American Flyer shells dwindled Russ bought "Blanks" from Lionel.) The tank cars displayed extraordinary craftsmanship and still bring a very good price in today's market. (One RUSTI tank car sold for \$126.00 on eBay several years ago.)

Russ Downs sold his company to Marlin Becker (MMT Model Railroad Company) of Lancaster, Pennsylvania in the year 2000. Marlin Becker has recently passed on and his MMT Model Railroad Company has recently (January 2010) been sold in an Estate sale, to whom at this time we do not know.

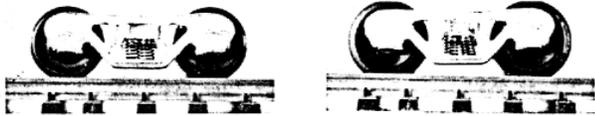
I would also like to recognize the following S scale modelers for their help in putting this piece together; Bill Lane, Don Thompson, Hank Worrell, Jim Lyle and Bill Alexander.





Upper left are Russ (left) and Marlin Becker - both now deceased. Left Russ shown at the 1990 NASG convention. Above are an MMT tank car and a flat car with load. Below left is a 1972 Ace catalog - note that Frank Titman did the artwork. Below is a 1980 Downs catalog. The current status of the Rusti Rails cars (mostly the tank cars) and the Ace line are up in the air due to the passing of Marlin Becker who purchased the line from Russ. Portrait photo on page 8 and the photo at left of a younger Russ at the 1990 NASG convention are by Bill Lane

SPRUNG ROLLER TRUCKS NOW AVAILABLE



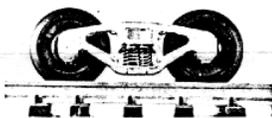
Photos show trucks assembled and castings untouched. They are flash free!

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#00200/30	33" Nylon Hi-Rail.....	2.75

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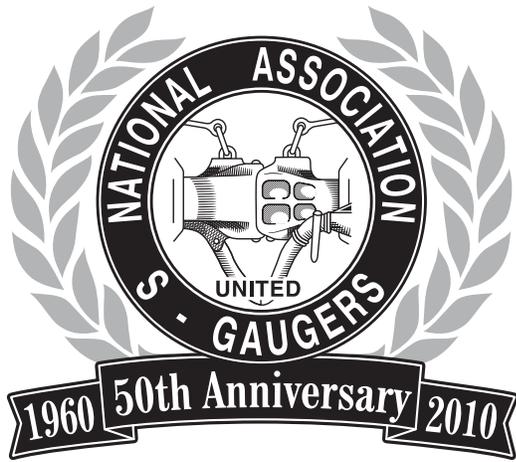
BOXCARS

SILVER LINE: All Silver Line cars are lettered with dry-transfer or screen-printed decals. This results in extremely sharp, opaque lettering.

- BS-01 BALTIMORE & OHIO - Tuscan red car w/ white lettering
- BS-02 CANADIAN NATIONAL - Gray-green car w/ white & red lettering
- BS-03 CENTRAL NEW JERSEY - Pullman green car w/ Statue of Liberty hld
- BS-04 CHICAGO & EASTERN ILLINOIS - Box car red w/ large modern C&E
- BS-05 DELAWARE & HUDSON - Box car red w/ white lettering & herald
- BS-06 DELAWARE, LACKAWANNA & WESTERN - Box car red w/ white "Phoebe Snow" decal
- BS-07 DENVER & RIO GRANDE WESTERN - Aluminum car w/ black & white lettering & "Cookie Box" herald
- BS-08 ERIE-LACKAWANNA - Dark gray car w/ white lettering
- BS-09 FINLAY PREMIUM - White car w/ dark blue lettering
- BS-10 GRAND TRUNK WESTERN - Medium blue car w/ large black logo
- BS-11 GREEN MOUNTAIN WESTERN - Dark green car w/ yellow lettering
- BS-12 NEW YORK, NEW HAVEN & HARTFORD - Orange car w/ black door & lettering
- BS-13 PENNSYLVANIA - Tuscan red car w/ white lettering
- BS-14 READING - Medium green car w/ yellow lettering
- BS-15 SEABOARD RAILWAY - Box car red w/ white "Orange Blossom Special" lettering
- BS-16 SOO LINE - White car w/ red door and early large lettering
- BS-17 VERMONT RAILWAY - Medium green car w/ white lettering & "Three Peaks" herald
- BS-18 WABASH - Box car red w/ yellow lettering & "Follow the Flag" herald
- BS-19 NEW YORK CENTRAL - Jade green car w/ black & white herald

BLUE LINE: All Blue Line cars utilize standard "S" gauge wet-transfer lettering.

- BB-51 BESSEMER & LAKE ERIE - Orange car, black & white herald
- BB-52 CHESAPEAKE & OHIO - Aluminum car w/ black lettering
- BB-53 CHESSIE SYSTEM - Dark blue car w/ yellow lettering & herald
- BB-54 DOMINO SUGAR - White car w/ dark blue lettering
- BB-55 MAINE EAST COAST - Yellow car, green doors & lettering
- BB-56 RAILBOX POOL CAR - Yellow car, black doors & lettering
- BB-57 SANTA FE - Box car red, white lettering, Grand Canyon slogan



NASG 50th Anniversary

National Association of S Gaugers

Annual Convention

July 21-25, 2010

Duluth, Minnesota

Tentative Timetable

Date	Time	Event
Sunday	July 18-20	By Appointment Layout Tours in the Twin Cities area
Wednesday	July 21	7:00 AM - 5 PM "Iron Ore and the Iron House - Searching for surviving steam"
Tour		
Wednesday	July 21	6:00 PM - Close Welcoming Event at the Lake Superior Railroad Museum
Thursday	July 22	7:00 AM - Noon Registration, Dealer/Flea Market and Modular Railroad Setup
Thursday	July 22	9:00 AM - 2:00 PM Non-rail Tour - Glensheen Mansion and B&B's of Duluth
Thursday	July 22	10:00 AM - 2:00 PM Model room open for setup
Thursday	July 22	1:00 PM - 9:00 PM Registration, Dealer Hall / Layout Area open
Thursday	July 22	3:00 PM - 8:00 PM Model room open for viewing
Thursday	July 22	8:00 PM - 9:00 PM Newcomers Clinic - First time participants at an NASG Convention
Thursday	July 22	TBD Clinics scheduled throughout the day
Friday	July 23	9:00 AM - 9:00 PM Registration, Dealer Hall / Layout Area open
Friday	July 23	10:30 AM - 3:00 PM Chartered Rail Tour to Two Harbors
Friday	July 23	3:00 PM - 9:00 PM Model room open for viewing
Friday	July 23	TBD Clinics scheduled throughout the day
Friday	July 23	7:00 PM - 9:00 PM NASG BOT Meeting
Sat	July 24	9:00 AM - 3:00 PM Registration, Dealer Hall / Layout Area open
Sat	July 24	9:00 AM - 11:00 AM Model room open for viewing
Sat	July 24	TBD Clinics scheduled throughout the day
Sat	July 24	10:00 AM - 11:00 AM NASG Membership Meeting
Sat	July 24	11:00 AM - 2:00 PM Model room closed for judging
Sat	July 24	2:00 PM - 4:00 PM Model room open for viewing
Sat	July 24	3:00 PM - 6:00 PM Dealer Hall / Layout Area tear down
Sat	July 24	4:00 PM - 6:00 PM Model owners to pick up items
Sat	July 24	6:00 PM - 7:30 PM Cocktails and 5 Station Banquet
Sat	July 24	7:30 PM - 9:00 PM "50 Years of the NASG" Program
Sat	July 24	9:00 PM - ? NASG Auction
Sun	July 25	By Appointment Layout tours in the Twin Cities area

ALL MATERIAL ASSOCIATED WITH THE CONVENTION MUST BE REMOVED FROM THE DECC BY 12 MIDNIGHT Saturday, July 24.

NASG Contests at the 2010 Convention

All NASG members in good standing as of July 21, 2010 are encouraged and invited to participate in one or more of the four Contests being held at the convention. They are: Celebrate Fifty, the NASG Model Contest, the NASG Photo Contest, and the Popular Vote Contest.

Forms: Entrants may either (1) fill-in paper form on site, or (2) print the form from the Convention Website, fill-in and bring with you. See links to the forms below.

2010 Special Contest Category:

First, in recognition of the 50th Anniversary of the National Association of S Gaugers, the PPSSW is pleased to announce the addition of a special **one-time open category** to the Convention Contests Program: "**CELEBRATE FIFTY**".

CELEBRATE FIFTY will be a popular vote category to honor this special anniversary of NASG. Anything that your imagination can conjure up which carries the 50th Anniversary theme can be entered in this category, model photo, or whatever!

There is no entry form for this special category, just bring your entry to Duluth!

Clinics

Here is a line-up of clinics being discussed for presentation at the 2010 NASG Convention in Duluth (listed in no particular order):

"Newcomers to NASG Conventions"

"Yahoo Groups" (who is in charge of the Hershey Bars?)

"Beginnings of S as a Business"

"Box Cars of the New York Central"

"Digital Photography of Model Railroads"

"History of S Scale 1948 - 1965"

"Trucks 101"

"Scale Vehicles"

"The Last 30 Feet in Scale (Building Fronts, Relief Hills, Trees, Backdrops)"

"Modeling Techniques for Winning Contests"

"Passenger Car Review"

"DCC - decoders, layout wiring and sound techniques"

"Operations of Model Railroad Layouts"

"Handlaid Turnouts and Crossings"

"Experience as a short-line prototype Engineer/Conductor"

"History of AC Gilbert 1925 - 1935"

"History of American Flyer 1946 - 1966"

"Turntable and Transfer Table Construction and AF Supermotors"

"Building Turnouts using Fast Tracks Jigs"

"Clinic given by Model Railroader Magazine staff member - subject TBD"

"History of Railroading in Duluth and the Iron Range"

There are a couple of non-typical "clinics" that we are planning to present:

President's Forum - The History of the NASG over the last 50 years through a moderated panel discussion as the past and present Presidents of the NASG talk about issues during their watch

We plan to bring SMOD materials in kit form and actually assemble a module during the convention. Convention participants will be able to learn first hand SMOD techniques, offer assistance and ideas and ask questions. By the end of the convention, the goal is to incorporate the fully functional module into the PPSSWS SMOD layout.

Note that this list will invariably change as we get closer to July with some presenters not being able to get to Duluth and others being added. As commitments are firmed up, we will add the presenters' names to the listing with more detail of content.

THE NEW LOOK OF THE SPRING "S" SPREE

The Southeastern Michigan S Gaugers with the assistance of Central Ohio-Northern Division have undertaken the sponsorship and operation of the 2010 spring train festival. They are putting the "**Spring back in the Spree**" by moving the event to Dearborn, Michigan



and into an exciting new facility surrounded by history and entertainment offerings.

The Spree will be located at the new Ford Community and Performing Arts Center. The dealers will be located in a bright and spacious exhibition hall which will allow for wide spacing and over 200 dealer tables. Operating model railroads and displays will be expanded into the large lobby and concourse at the entrance of the hall.

A snack shop and restaurant are located just outside the hall entrances with a large number of tables scattered through the common area for coffee, dining, or just gathering with friends and networking and talking trains. In addition to the multiple conference rooms for clinics, an electronic banking center, a wellness center, a day care center, a large fitness center, and a performing arts center surround the hall to provide intense activity. The exhibition hall and all facilities are located at ground level with large commercial access with no climbing or stairs.

Is this a first? The facility is located on the Norfolk Southern Mainline between Detroit and Chicago. There is an Amtrak station on the site just 500 feet from the Spree with six daily Detroit-Chicago trains allowing attendees to come directly to the event by rail and walk to the hall. The mainline can be observed both from the hall and Center so trains can be watched as they pass.



The Dearborn Towne Center which contains a large regional shopping mall and the Hyatt Regency Hotel where attendees can reserve room for \$99 are located one and a half miles from the Spree. Also at this site is located the Fairlane Estate which was the home of Henry Ford. Historical tours are available during the Spree.

Ongoing at the Hyatt Hotel concurrently with the Spring Spree is the **New York Central System Historical Society Convention** which will have several hundred in attendance. Arrangements have been made for reciprocal rights for the two events on Saturday May 1, offering the opportunity for all registrants to attend both dealer halls at no additional cost. A public bus system connects all of the identified venues as well as the East and West Dearborn Downtown areas which together offer over forty restaurants, sports bars, theaters, stores and entertainment. Spree attendees are also invited to share with the New York Central System Historical Society, an evening of food and private viewing of the Henry Ford Museum.

THE HENRY FORD, one of the nations great historical complexes, containing the Henry Ford Museum, Greenfield Village, the IMAX theater, and The Ford Rouge Factory tour, is located approximately two miles from the Spree.

You are invited. We have added to this new venue more activities, more opportunities, and more events.

For information contact Jerry Poniatowski poniaj@wowway.com (734-721-0772) or visit www.smsgtrains.org



Meet an S Gauger

Master Model
Railroader



Brooks
Stover

by Gaylord Gill

Over many years Brooks Stover has shared information about his S gauge layout, the Buffalo Creek & Gauley. I thought it was time to share some information about the man behind the railroad.



You don't have to look very hard to find something on the BC&G. In addition to the S-specific press, Brooks has had articles in Model Railroader, Railroad Model Craftsman and Railmodel Journal. He has produced a fine 25-minute DVD of his road, and he has developed an amazing website that correlates his model work with over 30 years of research on the prototype BC&G in West Virginia. What makes all this documentation so compelling is the way

Brooks has faithfully recreated in 1:64 scale a modest 18 mile shortline.



Brooks got his introduction to toy trains at about age three. In this 1950 photo, Brooks and his brother, Nelson, along with their dad watch as the Christmas windup train navigates an oval of track. This was the start of Brooks' life-long love affair with trains. *Photographer unknown.*

Early Years in S: As with so many of us, Brooks got his first taste of toy trains when his father bought a wind-up set for Brooks and his brother. When he was about eight years old, Brooks received his first American Flyer set, a #283 Pacific with some freight cars. The two boys spent many hours planning and building their 10' x 10' layout, and each Christmas brought new pieces of motive power, rolling stock, Plasticville structures and accessories.

The family moved during the time Brooks was in high school, and in another familiar pattern, the trains were packed up and stored for several years. It was not until after his marriage and the birth of his first daughter that Brooks decided to unpack some of the

Over the years Brooks and his brother, Nelson, built an American Flyer layout that eventually measured about 10' x 10'. Plasticville structures were used generously, and the layout featured many of the more popular AF accessories. *Photographer unknown.*



trains. He was thinking of simply pulling out a favorite Hudson to display on a shelf in his office, but his enthusiasm for building a layout was quickly rekindled.

Modeling the Prototype: In reading the modeling magazines back in the 1970's, Brooks was intrigued with layouts that represented real railroads and locales. He began searching for a suitable prototype to model. By chance, his brother was living at that time in Widen, WV doing community development work. He mailed Brooks photos of the Buffalo Creek & Gauley railroad that had served the coal and lumber interests up until 1965.

Brooks felt he had found the perfect prototype. He could build the road's Consolidations by converting American Flyer 0-8-0's, and the photos even showed the BC&G engines with white sidewall drivers, just like Flyer. In addition, the locale was appealing – Brooks could build each of the towns along the route, from the coal mine at Widen to the B&O interchange at Dundon, and he could do it with fewer of the compromises that are often made when trying to model larger geographic areas.

The BC&G that Brooks currently operates is his third version. With each layout his modeling has moved farther from tinsplate and closer to scale. Since he uses code 148 flextrack and high-rail wheels Brooks is technically a high-railer, but his scratch-built structures, scenery and operating practices rank with some of the best true scale layouts. In the end, he simply considers himself a model railroader!

Transition to Operations: With his research into the prototype, Brooks became increasingly interested in how the road operated. In the early 1990's he became involved with a group of local modelers who operate their railroads prototypically. Although none of the other layouts were S gauge, Brooks enjoyed the experience of several crews operating several trains with schedules and a sense of purpose. In fact, one of the aspects of model railroading that Brooks truly values is the interaction with others. He finds he can learn something from people in all scales and all approaches to modeling.

As he increased his understanding of operations, Brooks began to plan how his BC&G could be adapted for similar activities. A key step was acquiring a digital command control system. With DCC, Brooks could run several trains independently on the same single-track mainline. After analyzing his options, he selected and installed the North Coast Engineering system with wireless cabs. He worked out timetables and switching duties for his road, and soon he started to take his turn hosting operations sessions along with his friends.

I have had the pleasure of operating the BC&G on several occasions, and it is a really enjoyable experience. Each two-man crew receives a clip-board with their train assignment, which identifies the setouts and pickups of cars at each stop along their route. Since multiple trains are running simultaneously on the same trackage, crews must strictly adhere to the fast-clock timetable and instructions about handling meets. Enhanced by the fantastic detail in the surrounding West Virginia scenery, it's all very realistic.

Master Model Railroader: Many in his operating group are members of the National Model Railroad Association, and in 2004 Brooks joined that organization. He further cemented his involvement when his layout was on tour at the 2007 NMRA national convention in Detroit. Then early in 2008 he began to work on the NMRA Achievement Program.

For those not familiar with the achievement program, it sets out the requirements for a modeler to demonstrate superior skill in various aspects of the hobby. There are eleven categories defined, ranging from building pieces of motive power to authoring material related to the hobby. Several objectives are specified for each of the categories, and in most cases the modeler's work must be judged by others certified in the category. The highest level of the achievement program is attaining the title of Master Model Railroader. An MMR must complete seven of the eleven certifications, including at least one from each of four specified areas.

Brooks began to tackle the requirements. Although he already had many years of model-building experience, he found that working on the achievement program caused him to improve his skills, which really is its main objective. Over many months, Brooks completed NMRA certification in these categories:

- o Model Railroad Author
- o Master Builder – Scenery
- o Master Builder – Cars
- o Master Builder – Structures
- o Master Builder – Prototype Models
- o Model Railroad Engineer – Electrical
- o Chief Dispatcher

In September 2009, Brooks Stover became **Master Model Railroader #428**. The number signifies that only that many people have reached this level of achievement in the 40 years the program has been in place. To my knowledge, Brooks is one of a very few MMRs whose primary scale is S, and I expect he is the first S high-railer.



Brooks does all his modeling standing up. He says it's much easy to reach tools and supplies, including ones stored on each side and just below the work surface, as well as to make the required frequent trips to the layout. It also facilitates stooping down and viewing a model at eye level. Photograph by Frank Criswell.

Personal Background: Brooks and his wife Carol have been married for 38 years, and they reside in a beautiful home north of Detroit. They enjoy traveling, especially to visit their two grown daughters and four grandchildren. In 2005 Brooks retired from General Motors after 40 years with that company. With degrees in engineering and design, he spent his GM career in new product development, and his last assignment was as project manager for the HUMMER H3, the so-called “baby HUMMER.” His engineering background certainly comes through in his modeling.

The Southeastern Michigan S Gaugers are pleased to count Brooks as a member, and he was a significant help to us in managing the financial books for our 2006 NASG convention. In addition to his model railroad and the related prototype research, Brooks enjoys photography and “flying” with Microsoft's flight simulator. I am pleased to count Brooks as a friend, and he has been most generous with sharing his knowledge and expertise as I develop operations on my own layout.

For more information on the Buffalo Creek & Gauley railroad that Brooks has created in his basement, see these publications:

- o *Model Railroader*, December 2009 – describes his operations scheme
- o *Railroad Model Craftsman*, September 2009 – highlights development of his web site that integrates prototype and modeling. Check out the website at (www.buffalocreekandgauley.com); also Dec. 2009 article on Mack Railbus.
- o *Scale Rails* (NMRA's magazine), June and July 2008 – article on how he scratchbuilds his cardstock structures
- o *Railmodel Journal*, February 2007 – feature article on his layout (this magazine has since ceased publication)
- o *Railroad Model Craftsman*, December 2006 – feature article on his layout;



Brooks hosts operating sessions on his BC&G 8 to 10 times a year. Here he is presenting a BC&G mug to Jim Clements on the occasion of his 10th time as a crew member. Jim, age 83, is a Master Model Railroader himself and models in HO3. Photo by Dave Spritke.

- o *Dispatch*, April 2006 – Layout preview for NASG Detroit convention, plus others in June and December 1995.
- o *S Gaugian*, Sept/Oct 2001, Nov/Dec 2001, Jan/Feb 2002, July/Aug 2003 – four part article covering all aspects of design and construction

If you're interested in purchasing a copy of the DVD Brooks has produced, contact NASG Librarian Dick Karnes.



This photo of the actual Dundon engine facility that was one of the ones Brooks used to guide the construction of the scene at right. He obtained approval from the NMRA's national Achievement Program executive to model his scene as mirror image of the prototype.

Photo by Brooks Stover



Even though Brooks has been modeling for many years, he needed to scratch build two additional pieces of rolling stock and have them judged in order to earn the MASTER BUILDER- CARS certificate. With some help from Don Thompson, President of SHS, he located a 1912 engineering drawing of a Clark side-dump gondola and scratchbuilt these two models. They earned 112 out of a possible 125 points in judging. These cars were used in MOW service in the period Brooks models. He is working on an article for publication describing the construction

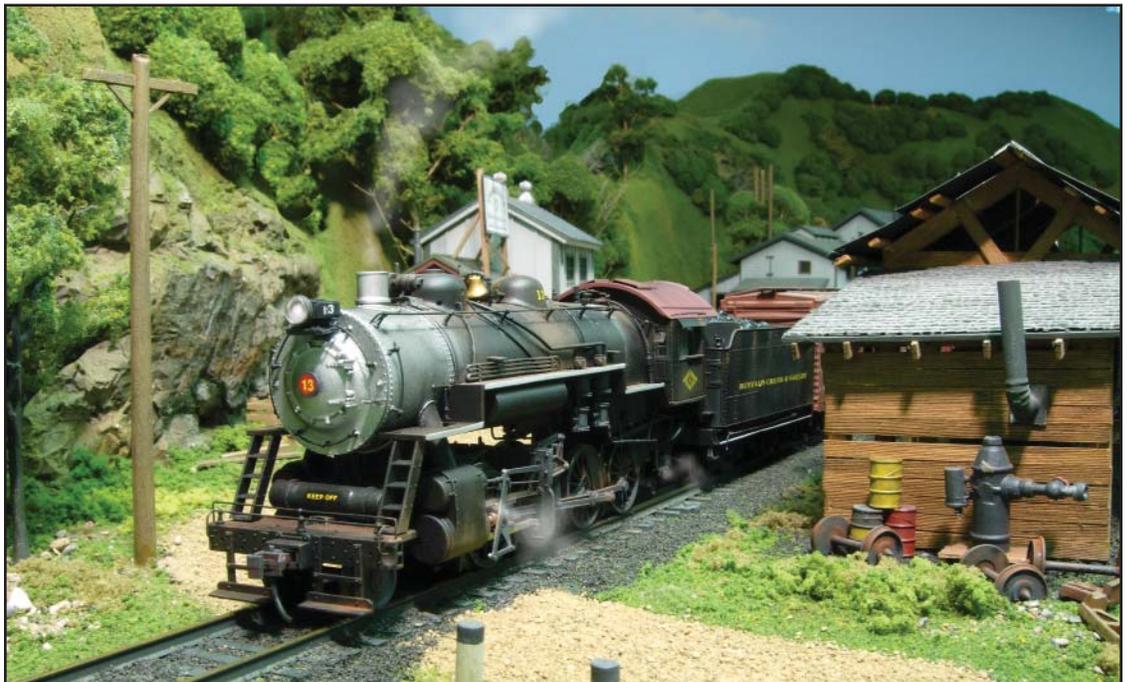
Brooks Stover Photo



Creating realistic photographs of his layout is a hobby within a hobby for Brooks. He has achieved some wonderful images using a relatively simple compact camera. This photo of #13 passing through Swandale appeared originally in an article on his layout in the December 2006 issue *RAILROAD MODEL CRAFTSMAN*. The engine is a modified SHS Consolidation. The structures, like all the ones on Brooks' layout, are scratchbuilt. Smoke effects were added digitally.

Brooks Stover Photo

Note: Spree attendees should be able to see this layout.



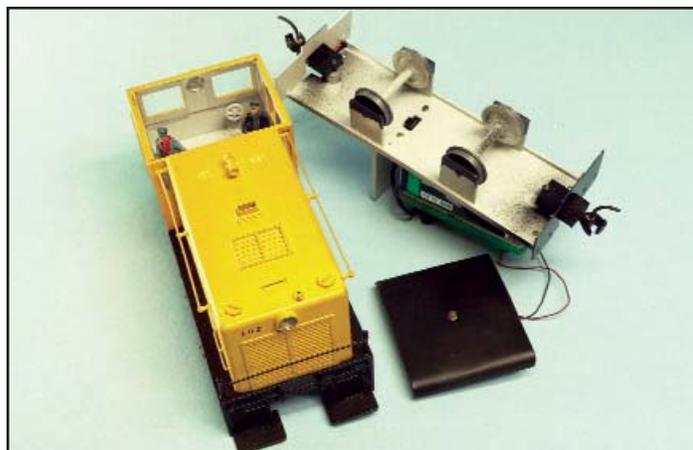
Detailing a Putt Trains Diesel Switcher

by Edwin C. Kirstatter.

Putt Trains makes a nondescript small diesel switcher model in S scale cast of many plastic parts. Terry Putt, the owner of that company, once gave me a handful of parts for one of his little switchers. I did not get a power chassis for it. I really did not know what to do with it as I model B&O in S and HO and this was not a B&O engine by any means. But it finally dawned on me I could build this up to be just an engine in transit in a train, a load you might say, or just scenery around an industrial site.

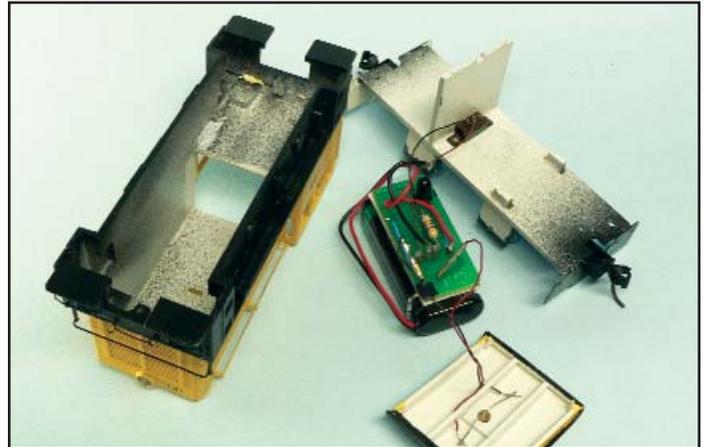
So I built this up without a power chassis it just rolls freely on two freight car wheels. But I went a little further than just building it up, as the photos would indicate, I had to detail it and change the roof which I did not like because it was so low. Many leftover HO parts were used to give it some flavor but they were oversized anyway. And to draw a little bit of attention to this model I put a flashing yellow light on the cab roof. A solid-state flasher circuit that operates off a battery was put in the empty hood space.

I started by making a rolling chassis using a HO boxcar floor to which I cemented pedestals to let the scale wheel journals ride in. On top of this are the battery and the circuit board under the hood and an on-off slide switch to turn off the battery from underneath. The back screw of the Kadee #802 couplers also is attached to this frame and thin sheet plastic fillers were placed around these cemented to this floor to fill that open space not needed by this kind of couplers. This is all attached to diesel body by four small screws at corners. Brakemen steps were added made from thick plastic at both ends.



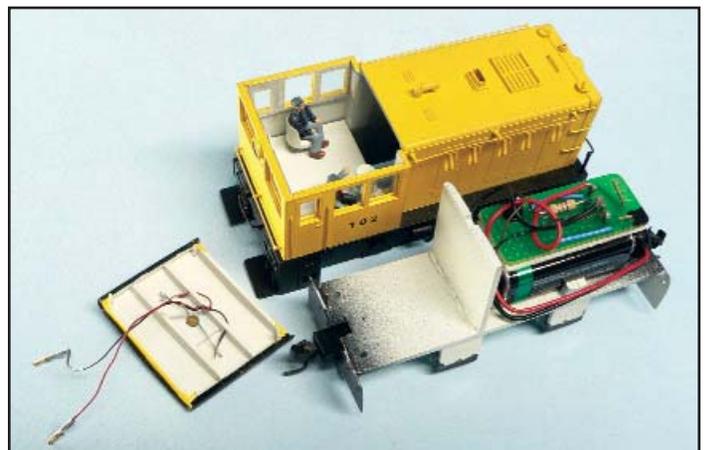
Cemented pedestals for the scale wheel journals and an on-off slide switch to turn off the light from underneath.

The new cab roof was built from plastic. Four cross formers were shaped to new roof contour and attached to sidepieces and all of this had a thin sheet plastic cover bent to fit over this then cemented. The yellow Light Emitting Diode was mounted at center with a thick plastic reinforcing plate around it. This roof was made to be a snug fit on top of cab only pins in corners hold it in place. It can easily be taken off to show the interior or replace the LED if it should ever need replacement.



Solid-state flasher circuit, battery and LED mounted in the cab roof.

A cab interior was made up to include a handbrake at back wall, a seat each for engineer and conductor, a control stand and an air brake stand. These were put on a floor made from a heavy piece of plastic cut to fit in the space allotted. A bulkhead was put at front of cab to blank off the engine compartment it was attached to the under frame. Window sashes were put behind the side windows and the two front windows also. The back windows needed them too. I left a side window open at each side to give ventilation for the crew. These were all made from thin plastic sheet material and cemented in place. Holes were cut in them then I filed them until it looked like a window should. Glazing will be put behind the windows after painting of this model.



Cab interior includes handbrake, seats for engineer and conductor, control stand and air brake stand.



Other details: uncoupling levers at both end sills, handrails at back of cab, side of doors, both sides of hood and a high one across at front. Grabirons were used as a ladder up one side of hood to provide access to top of hood, also on end beams below the cut levers.

On top of hood: horn, engine exhaust stack, cooling fan grill, two sand filler hatches, radiator filler and handles on the doors.

Other details that I added were the uncoupling levers at both end sills, handrails at back of cab, side of doors, both sides of hood and a high one across at front, these were supported by turned brass locomotive stanchions, except the front ones I used some Model Shipways stanchions. A few Grabirons were used as a ladder up one side of hood to provide access to top of hood to fill sand boxes also on end beams below the cut levers. Other details that I added on top of hood are; horn, engine exhaust stack, cooling fan grill, two sand filler hatches, radiator filler and another grab iron for safety. And I almost forgot the handles on the doors.

Some other details that I added to the chassis are air reservoir, a toolbox, brake cylinder with lever and a bell. And a battery box is on running board in front of cab on left side. The footsteps at all four corners were increased in size and a backing plate added behind them.

I painted my model three colors; Grey for interior of cab, Yellow on hood and cab back and sides and Black on cab roof and whole chassis except the bell, I kept it natural shiny brass. I found some leftover black decal numbers so I used them on sides of cab, back of cab and front of hood. A company name or logo could also be used if I had one. I put a SHS #00289 Engineer &

Fireman figures on seats in the cab.

I inserted some clear plastic rod into the headlights for lenses. I drilled into their centers to represent a light bulb. Silver paint was used at back for reflectors.

The battery just lies inside of the hood with the circuit board on top of it both held with double side mounting tape. If you want to add this to your model build up the simple circuit using the attached drawing with parts listed that you should be able to get at many electronic supply houses. A circuit like this draws very little current and the battery will last for a very long time. For those that would want operating headlights I am sure they could fit some Goldenglow LEDs to the battery circuit and maybe with a second switch just for them to reverse the direction too. The long wire of a LED is usually the plus lead. If your circuit doesn't work you may have the polarities wired wrong on the Light Emitting Diodes.

This is an interesting and husky looking little diesel used for industrial purposes and by contractors. I don't know that it has a prototype in real life. It looks to be a 30 Ton size. It may have been a mechanically or hydraulically driven engine rather than by electricity.

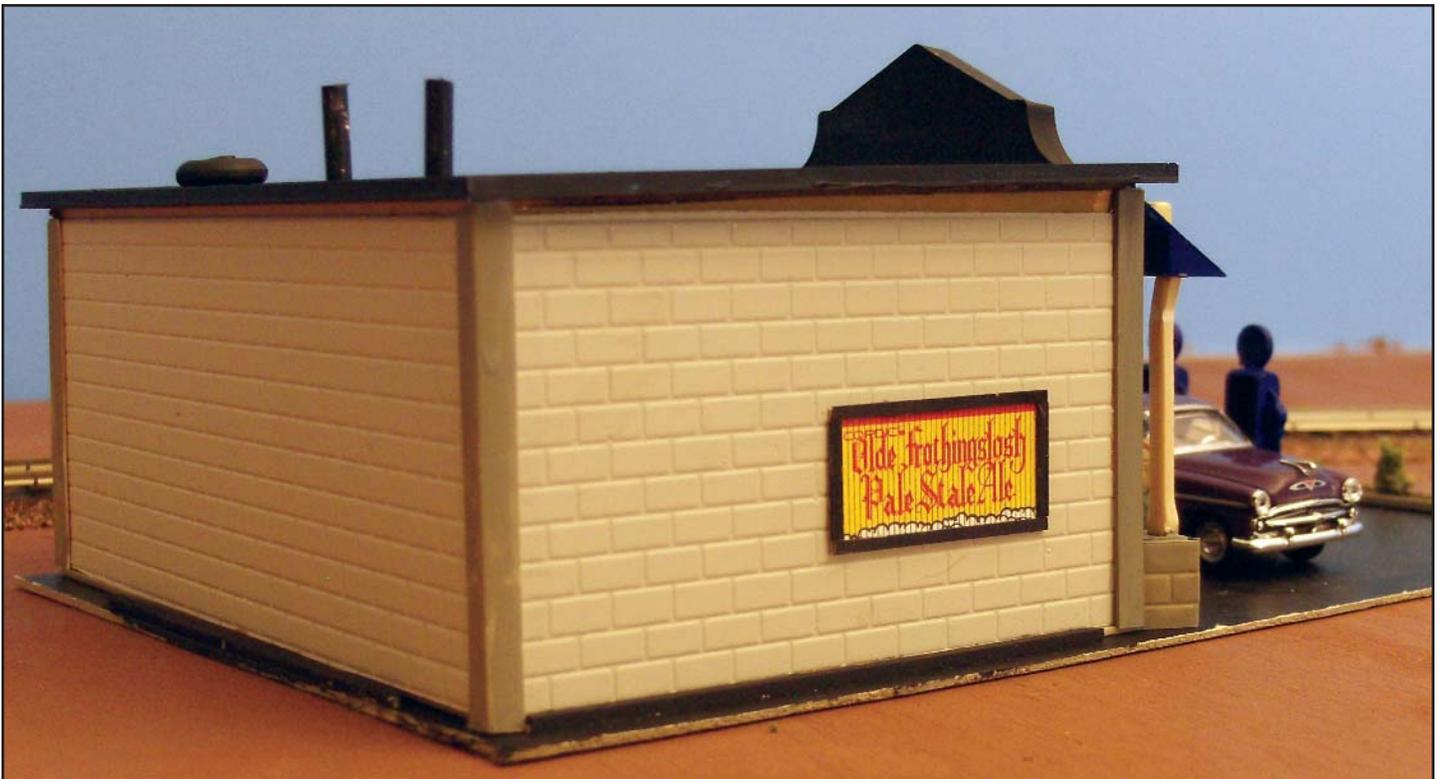
The model is painted in three colors; grey for interior of cab, yellow on hood, cab back and sides, black on cab roof and whole chassis except the bell, it is kept a natural shiny brass.

This is an interesting and husky looking little diesel used for industrial purposes and by contractors.



A FULL SIZE STRUCTURE FROM A TOY CAR DIORAMA

By Jerry Schnur *Photos by the author*

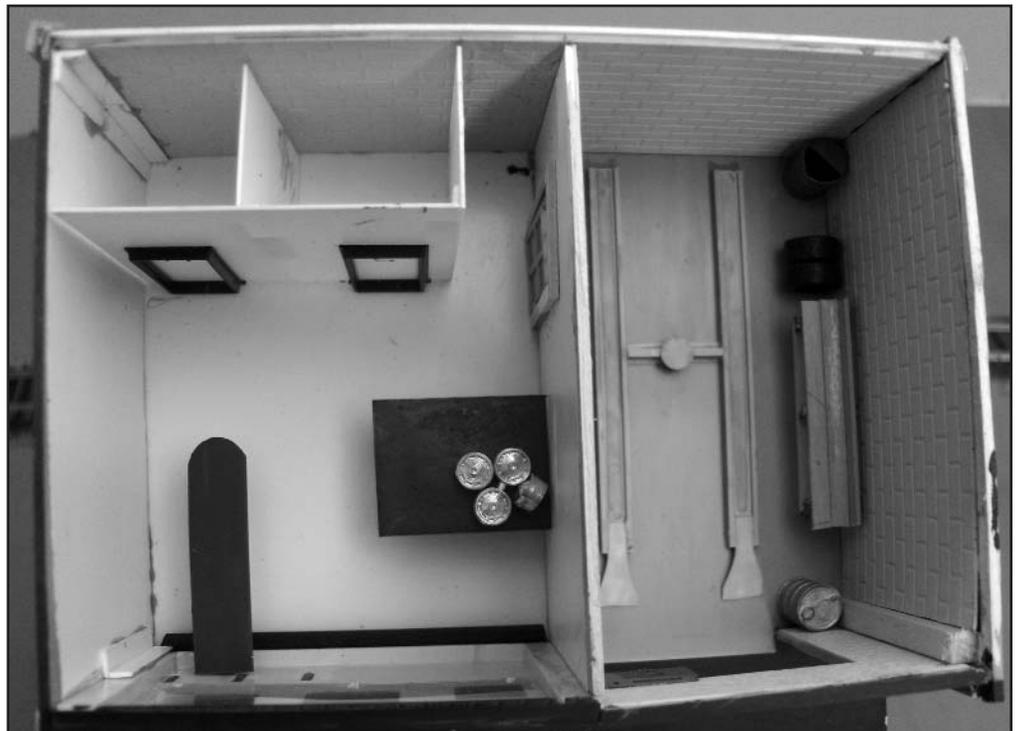


If you can pry all the pieces of an American Graffiti (Motormax) 1/64 diorama, this is what you can end up with. First, you need to separate all the pieces from the diorama. Then you add some good old fashioned "S Gauge Scrounging", and voila, a gas station. After removing the front section plus the service bay opening from the base, form the pieces into a straight front. The side and rear walls are sheet styrene covered with plastruct concrete block 91621 cat. #PS-106. Just be sure to make the sides long enough so the service bay can handle a full-size car. The 1979 Chrysler woody that is included with the station is a good measuring length.

The interiors of the store and the service bay have a moderate amount of details. The most important is the car lift in the bay. The roof is sheet styrene sprayed black. The decorative piece over the gas station store came from the leftover bin. I added the garden at the front of the station and the sign on the side of the building. The Frothingslosh Pale Stale Ale Brewing Company is an industry served by my Cambria and Ohio River. This was a fun project - next Mel's Diner. Note - the many different Motormax dioramas can provide additional automotive tools, tires, and equipment for the bay and waiting room.



The other dioramas offer a plethora of details that you can add to the interior and exterior - tires, tool boxes, ice locker, coke machine, workbench, air pump, crane, etc. Check out the Scenery Unlimited catalog and the Port Lines website for other details and figures that can prove useful.



the **NARROW GAUGE NEWS & REVIEWS**

STRAIGHT & NARROW

by *David Heine*

Extra Narrow Gauge

I have found in my layout building over the years that my plans change, even as the layout is being built. After all, we and our friends can have new ideas which may work better than the original. Some people spend years planning their layout to the nth degree, but I have found that planning the big picture and not worrying too much about every detail works best for me. This is the story of such a change.

When I built my version of banta modelworks Pro Patria Mill kit, I had modified the truck unloading facility so the mill would be served by a 2' gauge railway. It will be served by a railway, but not the Sn2 Jamestown and Jennville as originally planned. Instead, the Moyer Mining and Milling Company will run a tramway between a mine and the mill.

As part of the change, the gauge changed. The standard for Sn2 modeling is to use H0n3 track standards, which results in an actual track gauge of 26". There were some practical reasons for this decision and the commercial models available use this gauge; including Train & Trooper's brass Forneys. My tramway will be independent of the other track on my layout, so it does not need to be the same gauge. In this case I am using N gauge, which works out to be 22" gauge in S scale. Thus, I am referring to this as a Sn22 tramway to avoid confusion with Sn2.

The locomotive superstructure was built from banta modelworks kit T-2120 Sn2 Ore Tram Box Cab Loco. The kit is mostly plywood with paper and metal detail parts. Everything is laser-cut except for the metal detail parts (tanks, radiators, headlights, etc.) It is designed to fit on the mechanism from an Atlas N scale VO-1000 diesel locomotive model, which I obtained from a local hobby shop. The superstructure from the Atlas diesel is

not used, just the mechanism. With some modifications, it would be possible to use another mechanism if the wheelbase was close.

I built the locomotive kit as designed with one exception. I decided I did not like the N scale couplers and used Sergeant HO couplers. The HO couplers work out almost perfect in S for the 3/4ARR couplers used by some narrow gauge railroads, including the 2' gauge railroads in Maine. I used some Rio Grande Models 3313 coupler boxes I had on hand to mount the couplers. I shortened the coupler boxes slightly to fit under the end of the wooden frame that fits over the N scale mechanism. I also had to enlarge the coupler opening in the end beam to accommodate the coupler pocket. Sergeant 87A (assembled) couplers fit fine in the slightly modified RGM coupler boxes.

The tram cars were built from another banta modelworks kit, T-2121 Sn2 Ore Tram Mine Cars, which includes three cars per kit. These cars are built from metal castings, along with brass wire and chain. They are designed to use MicroTrains N gauge arch-bar trucks with truck-mounted couplers. I built these kits per the kit instructions, with the exception of the couplers. I cut the couplers off the arch-bar trucks, but a better choice would have been to buy the trucks without the couplers. I used Sergeant EN87A couplers which include narrow coupler boxes. I shortened the coupler box as much as possible by removing part of the back.

This does not affect coupler operation and Sergeant's website includes information on the maximum that can be trimmed from the coupler box. These were then glued to the frame of the cars. As it turned out, the coupler height was compatible with the locomotive's couplers so I did not need to make any height adjustments. As of this writing my locomotive is still DC powered, but there is plenty of room for a DCC decoder and speaker, and DCC conversion may be in the future. It will be independent from the rest of the railroad so it does not need to be DCC controlled. Eventually, I would like to have it run between the mine, which is yet to be built, and the mill automatically. When I finally make up my mind, which will probably not happen until the track is laid, I also need to correct the lights. Right now, the only lights are what are on the mechanism's light board which is set up for the N scale diesel body. No point in fiddling with the lights now if I install a decoder in the future.



This project was fun for me in that I dabbled in yet another narrow gauge while still staying with S scale. I am now thinking that there should be some more ore cars and maybe another locomotive, like a little steam tank locomotive or a diesel critter. The future will tell. It just had to happen, a fourth track gauge on my layout.

Dave Heine built this Sn22 tram locomotive and ore cars for his Banta ModelWorksPro Patria Mill. The mine was reviewed in the Oct. 2008 *Dispatch*.

Photos by Dave Heine

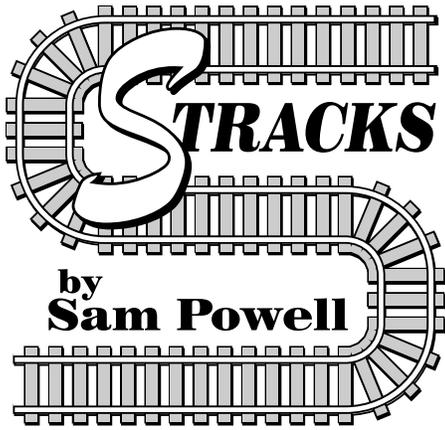


NASG Newsletter and Dispatch Editors:

1978	Dick Cataldi
1978-9	Bob Ristow
1979-81	Ernie Horr
1981-82	Geoff Graeber
1982-85	Sam and Elaine Powell
1985 & 1989	Don Thompson (interim)
1985-89	Dick Karnes
1989-90	Russ Collman
1990-92	Bob Jackson
1992-93	Mike Palmiter
1993 -	Jeff Madden

NASG Presidents and General Directors

1. GD	1960-62	G. Claud Wade
2. GD	1962-65	Bernie Thomas
3. GD	1965-70	Russ Mobley
4. GD	1970-77	Ed Schumacher
5. 1 st Pres.	1977-78	Ed Schumacher
6. Pres.	1978-81	Dick Cataldi
7. Pres.	1981-85	Rollie Mercier
8. Pres.	1985-89	Ed Loizeaux
9. Pres.	1989-93	Mike Ferraro
10. Pres.	1993-97	Alan Evans
11. Pres.	1997-2001	Paul Stevens
12. Pres.	2001-05	Roy Hoffman
13. Pres.	2005-09	Sam McCoy
14. Pres.	2009 -	Sam McCoy



Creating... A Railroad Notebook.

I do this notebook creating thing in all phases of my life. It is kind of like a filing system, but it sits on a shelf with labels on the spine of each book. They are handier than files from a drawer, and can be picked up and taken with you when visiting, or taken as a resource to your work table, computer, meeting, or work session, or while operating trains on the layout. I have a note book for my automobiles, my personal finances, for work, home construction projects, and for the model railroad, The Penn Creek Valley. In this note book are the track plan, back ground stories, a prototype map of the real world location of the Penn Creek Valley, ideas for future projects, a photo section, a description of the operating scheme, and various aids that are helpful in both working on and playing with the model railroad.

I just use standard three-ring binders, which are available from most grocery, drug, and office supply stores in a myriad of sizes, colors and styles. I prefer the ones with pockets on the inside cover, and with a plastic sheath on the outside into which you can slide photos or labels.

Background Stories:

Most of us have stories we have made up to support our model railroad adventure. These are stories of a make believe, (or historical) time and place. Usually these places and times are in a past where we place

our miniature world. As the model railroad ages, and our involvement deepens, we create more and more complex stories to support the models themselves. Towns along the right of way take on a more and more definite character, with characters who populate them, and business which make it thrive. We also create an imaginative way for our model railroad to link up with the rest of the railroad network in the real world, either past or present. The world gets more and more complete with time. The trouble is, we end up with a lot of stuff in our heads that gets difficult to remember, and to share with others. This is the perfect place for a notebook. Write this stuff down, hole punch the paper, and put it in your railroad notebook.

Track Plan:

This is pretty self explanatory. The track plan in my book is not a work of art. It is drawn out by hand, and Photostatted and pasted together. But it is hole-punched and in the book. You must fold it out to see the entire thing. This plan has all the town names on the line as well as the connections beyond the train room with other railroads. Some of these connections are with other model railroads.

Map of Prototype: The map in my notebook was generated by Dan Vandermause, one of the members of the Mid Maryland S Construction Group. He went on line somewhere and found a map of the Pittsburgh area in the late 50's and printed it out. Dan's Allegheny Western railroad runs down one side of the ridge on the South side of the Monongahela, and the Penn Creek Valley runs down the other, with a connecting, interchange track in between. This map also is a double size page, and folds out to be viewed. It is very helpful to be able to open the note book and reference these maps as we work on the Penn Creek Valley.

Ideas for Future Projects:

Often times I get ideas for projects for the model railroad that go away

if I don't write them down. So, I have a section in the notebook for jotting these ideas down. I actually use a computer spread sheet to keep track of these, but I print them out and put them in the notebook. Included in the spread sheet is a column for what materials are on hand, and one for those needed, so I can consult the sheet as I am headed out shopping. This can be a real time saver, and helps keep things moving along. When the group comes over for a work session, I can consult the project page, and see what jobs need extra hands, and if I need tools or supplies before the work night.

Operating Scheme:

I must confess, we are just on the front edge of developing this for both the Penn Creek Valley and for Dan's Allegheny Western RR. But, as an operating scheme is developed, various forms and instruction sheets get developed that need to be referenced from time to time. The note book is a good place to file these away from reference.

Modeling Aid:

The internet is a wonderful resource for modelers these days. You can find so much material as an aid in research that it is mind boggling. The notebook is a great aid in organizing this information. I have prototype photos in my notebook, as well as photos of models gleaned from the internet. If these is an HO kit that I want to recreate in S, I go to the web site for the manufacturer, print out their photo, hole punch it and put it in the notebook as a reference for a future project.

There are a number of photo websites out there that are hosted by amateur photographers that simply want to share their craft with the world. You can go on line and find excellent photos of structures and landscapes that can serve as inspiration for your model railroad. One good public source is the Library of Congress's HABS collection. This stands for the Historic American Buildings Survey which was conducted by government, out of work

artists and architects during the Great Depression. Once you have found scenes you are looking for, print it out, and file it in your notebook. For some of these web sites, you will have to e-mail them, and get permission to print the photo, as they are copyright protected in some cases. This is not big deal, and is worth the effort. The point is, your notebook becomes a way to file these photos for easy access.

Technical Support:

The first thing on the inside pocket of my notebook are the instruction books for my DCC system. I am not very digitally literate, and I need to reference these books all the time. I honestly don't remember how to program a locomotive, or even add a loco to the bank of available locos on my Lenz throttles. Rather than

beat myself up over this, I just keep the books handy. Any notes about wire color coding or wiring diagrams should go in there as well.

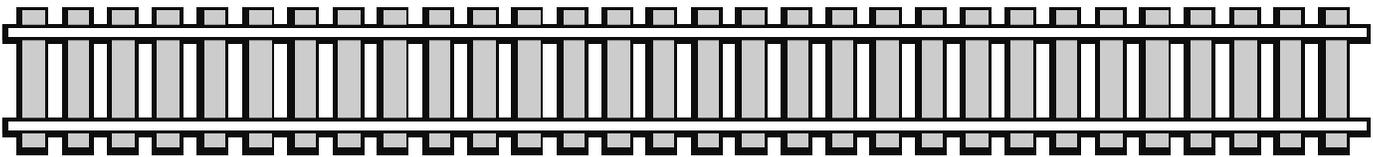
Layout Photos:

I have not started this yet, but I plan to add a section in my notebook for photos of the layout. I am not a very good photographer myself, so my own photos are very modest. Any really good photos will have to be taken by more talented folks than me. But, a photo section allows you to take your layout along when you are visiting friends and let them see what all the fuss is about when you talk about your model railroad.

Electronic Notebooks:

Some will ask, why not put this on your computer? There is nothing wrong with that, and it functions

the same way. However, it requires more technical knowledge and skill, and more equipment in some cases. You might end up learning to use a CAD program to make your track plan. And you might end up buying a scanner so you can scan photos you might otherwise simply cut out of a magazine. But for the stuff on the Web, it would be simpler to download and save photos and articles on a computer. Plus, in the end it saves paper. The downside is that it is harder to carry around and share with others. So, I would say if you have a laptop computer, this might function nearly identically to a three ring binder, but if you are using a desk top computer, or PC, then the notebook might be more convenient, and more flexible.

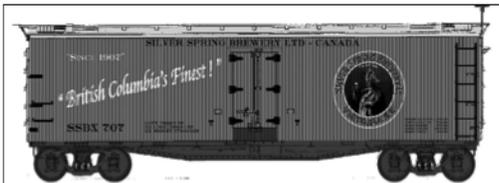


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THE CLUB SANDWICH

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. 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 club members were planning on set up of their layout at the train show sponsored and organized by the Amherst Railway Society, to be held on Jan. 30 & 31, 2010 at the Big E Fairgrounds, West Springfield, MA.. This show is probably the largest train show east of the Mississippi River, and includes one huge hall and at least two additional halls for booth displays with many varied operating layouts in the various buildings.

The **Connecticut S Gaugers (CSG):** Bill Fuhrman is **CSG** club President, Steve Kutash, V.P.; Craig O’Connell Sect’y-/Editor; and your column editor is Treasurer of the club. The **CSG** sent out a listing of 54 dues paid members last Spring. Craig O’Connell edits the club newsletter and he has recently began to distribute it via e-mail to many members. The club members met at the home of Bob Davis, in Old Lyme, CT. on Dec.. 4, for their monthly meeting.. 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 and the recently-completed mountain section was included in the operations. The club is planning to meet at the home of Bob Comstock, in Madison, CT. for their February meeting.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of George Reneris, in Sunderland, MA. on January 16. Dave Plourde, coordinator of the

group, is recovering from Lyme disease, and he is improving according to the club newsletter information. Four of the **PVSG** members (Dave Plourde, George Reneris, 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 set up and operated an S layout at the Garden House of Look Park, in Northampton, MA. in December of last year. The layout occupied an area 6 ft. x12 ft. and featured two loops of operating trains. Pioneer Valley Hobbies, West Springfield, MA. has graciously made donations to the club to support their activities. The recent issue of the club newsletter edited by Steve Allen included an article on railroad history and the use of streamlined diesel powered trains. Steve outlined the history and products of the New Haven RR, Boston & Maine, and the Maine Central RR as well as the Turbo Train (Penn Central) and the Acela.

The **Western N.Y. S scale Association (WNYSSA)** set up their modules in November, 2009 along with the Rochester Area S Gaugers (RASG) at the GSMA Train Show in Batavia, N.Y. Club member Don Webster coordinates the club module set ups. Gregg Mummert coordinates the club activities and edits the club newsletter. The club newsletter is being distributed by e-mail, as a cost savings to the membership. The club renewed their NASG booster ad, which appeared in the most recently published directory issue.. The club is planning the display of a layout at the TTOS Show, on Jan. 30 & 31 at the Leonard Post, Cheektowaga, NY. The club set up and operated their layout at the Dec. 6 TTOS Train Show at the Knights of Columbus Hall, N. Tonawanda, NY.

The **Rochester Area S Gaugers Club (RASG)** has a website managed by member Bill Johnson, and it is used to display photos of recent events that the club has planned and attended. The club set up 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 website includes a scrapbook and schedule of events page. The **RASG** rented a classroom in a local Catholic school that was closed. The rent is nominal 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)** The club held their annual December meeting on Dec. 11 at the Stratford Senior Center, their usual meeting place. The Dec. meeting was special because it included, in addition to discussing club business, a pot luck supper, and the annual member auction. The auction is a source of income for the club’s layout fund, and was conducted by Ray Farrell as the auctioneer. The pot luck supper included the famous hobo stew made by club president Hank Worrell.

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 gave a clinic on weathering with chalk at the Jan. 10 club meeting. Club president Hank Worrell gave a clinic on cleaning SHS diesel loco wheels recently, and Art Turner recently gave a clinic on cutting cow catchers and other pilot enhancements at a club meeting. The club set up and operated their layout at the Ocean City, NJ. Music Pier on Dec. 5/6. The **SJSJG** set up and operated their layout at the train show on Dec. 19/20, at the Upper Township Community Center, Tuckahoe, NJ.

The **North Penn S Gaugers (NPSG)** held held election of officers for the year 2010, and the following agreed 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 Allen-

town, PA. on Nov. 13, and at the Schwenckfeld Manor on Nov. 20, 2009. They set up and operating their layout at the Gilbertsville Fire Hall Train Show on Dec. 6, 2009. The club moved their layout and other "stuff" from Keystone Opportunity to Schwenckfeld Manor on Jan. 9, 2010. Barry Simpson and Norm Lepping will have keys to the new club house. They wrote a "Dear Karen" letter to be sent with the last rent at the old club house.

The Susquehanna S Gaugers (SSG) met and 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 Van Gilder 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 hi-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 November 22 meeting of the club was held at the Kennedy First Alliance Church, McKees Rocks, PA.

The Baltimore Area AF Club (BAAFC) club members met at the Marley Station Mall, Glen Burnie, MD. for their meeting on Jan. 16. Paul and Russ Love were hosts for the meeting, and those attending could enjoy the model train display at the mall. The club set up and operated a layout at the Johns Hopkins Hospital, Baltimore, MD. on January 9. The BAAFC also planned to setup and operate a layout at the World's Greatest Hobby on Tour Show, at the Dulles Expo Center, Chantilly, VA., on Jan. 23/24. Ron Kolb edits the club newsletter, and coordinates the club activities. The BAAFC is celebrating its **70th year anniversary** last 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 in the 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 club has recently installed commercial backdrops on their layout. The club set up and operated 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 had their annual holiday party on Dec. 17, 2009 in Westminster, MD. at Bullock's Family Restaurant. This is always a popular event, and included a meal and train oriented program. The club members were planning on setting up and operating a layout at the Great Scale Train Show, on Feb. 6/7, 2010 in Timonium, MD. Ken Carter is scheduled to host the club members for their meeting on Feb. 13, 2010. Club members were saddened by the passing away of Larry Wessendorf who was an active member of the club in past years. Larry constructed the unique Ferris wheel used on layout displays using Erector parts, and he was a gifted model builder.

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 Assoc. of S Gaugers, Inc. (CASG) was founded in 1970, and incorporated in 2008. Meetings of the club are held at the American Legion Room of Hinsdale Village Hall, Hinsdale, IL. The club set up at the Great Midwest Train Show on Dec. 13, 2009, and Jan. 10, 2010. They plan to have a layout at the shows on June 13, Sept. 12, and Dec. 12, 2010. 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 (2010). The club is planning for the Fall S Fest to be hosted and run by the club on Oct. 22-

24, 2010. Committees are being formulated and members solicited to serve on them to make The Fall S Fest event a success. The club members are planning for the EJ&E Fall S Fest cars that will be made available to those attending the event. Joel Weber's monthly meetings and operating sessions are held on the afternoon of the first Sunday of the month. The host's Hi-rail layout is open for everyone, non-members as well as the club members.

The Miami Valley S Gaugers (MVSG): Club member Mary Jane Gable held the club's annual Christmas party on January 16, 2010, at her home, in Bellbrook, OH. Mike Mitter is scheduled to host the club meeting in February, and Denny White is scheduled to host the club members for the March meeting. The MVSG members decided not to bring their layout to the 2010 Spring S Spree, to be held this year in Dearborn, MI. The club is having election of officers, and annual dues are now collected for the year 2010. Officers to be elected include a vice president, recording secretary, and two members of the board of trustees. The election will be in February.

The Stateline S Gaugers (SLSG) had their annual holiday dinner on Dec. 12, 2009 at DiGiovannis's Restaurant, Roscoe, IL. The club paid for the members' dinners and beverages (coffee, tea & soda) and one other person for each member. Any additional persons attending were charged a fee for the event. There was a traditional \$ 15.00 gift exchange with gifts for men and gifts for ladies. Member Terry Dyer had his birthday celebrated with a "happy birthday" song from those attending the event. The club nominating committee presented a slate of officers for the forthcoming year. 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 were considered at the Club party in December. Jim Larson hosted the club members for their meeting on Jan. 17, in Roscoe, IL. Roger and Vera Flood are scheduled to host the club meeting in February, in Rockford, IL.

The Central Ohio S Gaugers (COSG) set 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 club officers are as follows: David Stilp, Pres.; John Myers, V.P.; Tom Brinker, Treasurer; Alan Evans, Secretary; with John Frazier, Art Lofton, and Don Divney serving as Trustees.

The Southeastern Michigan S Gaugers (SMSG) has set up a standing committee headed by member Jerry Poniatowski called the AF Committee that will be staffed by several club member volunteers to provide support on AF trains to the club members and any outside requests for information. The club has 46 members as reported at a meeting last year. Club member Gordy Michael is the rolling stock coordinator for the club and he keeps track of the equipment that is operated at the various show displays that the club 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.

The Northern Ohio S Scalers (NOSS) held their Jan. 3 annual holiday party at the home of George and Steffi Ricketts, in Westlake, OH. The event included "the game" wherein those participating each brought a wrapped gift (suggested cost \$10.00), and rules of the game were used to provide each member participating to end up with a gift that he or she chose or bartered. Jack Sudimak coordinates the club activity, and Chris Borgmeyer edits and distributes the club newsletter issues. In a recent newsletter issue John Henning described a trip that he made to St. Louis, MO. where he was able to attend a meeting of the local S club. Gary Brandenburger was the host for the meeting in the St. Louis area.

The Badgerland S Gaugers (BSG) sponsors and organizes all-gauge 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 last year was held on Dec. 27, 2009. Meets scheduled for this year are to

be held on Jan. 24, Feb. 28, and March 28, 2010.

The AF S Gaugers of the St. Louis Area (AFSGSLA) 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 this 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 was held at the home of Norm Pilarski, on Jan. 8, 2010 in Ballwin, MO. The club set up and displayed their large layout at the TCA Train Show, in the Life Christian Center, on Dec. 5, 2009. The small double helix layout was 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) set up a semi-permanent new S layout at the Kansas City Union Station featuring operating accessories. The layout was operated for some time and maintained by the club members. The layout includes lighted Minicraft buildings, lighted street lights, a Plasticville city, an amusement park and 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, 2009 and an AF train display at the Schmeltz Auto Body Shop and party in early December, 2009. Members of the club were saddened by the death of Newt Brown, of Independence, MO. Newt had been active with the **KCSG** club and brought his grandson Gary to the train shows in the area where he lived.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN) has a club newsletter edited by Jon Kettner who also coordinates the club activities. The club is planning to set up and operate their portable layout at the Feb. 14 Spokane RR Show, held at the Spokane City College. The club planned to hold a monthly meeting at the RR Show. Jon

Kettner has been selling some of the club's train and accessory inventory on e-bay with good success. The club held a holiday party at the Old Country Buffet in Spokane, WA. in December, 2009. Twelve members and four wives attended the event. Member Bob Bowen was asked at the meeting to take over the role of chairing the club meetings, and Vic Chervan, Jr. was nominated to be the new editor of the club newsletter, the S Train Rail. Club members were considering attending and set up of a layout at the forthcoming March 14, 2010 Train Show and Swap meet in Pullman, WA. At a recent meeting of the club it was suggested and generally agreed that the club should develop a list of member profiles so that the members can learn about the background and interests of their fellow club members. The December club newsletter included brief descriptions about several members, and was well received by those who receive the newsletter. The Section of the newsletter describing the club members is entitled "Around the Empire". Club member Jess Bennett has volunteered to coordinate the annual banquet to be held in March, in a restaurant in the Cour d'Alene, WA. area.

The Golden Spike AF Train Club (GSAFTC) have a newsletter written by Jim Buckley, who also coordinates the club activities. Club members attended a train show in Evanston, WY. on July 31/Aug. 1. The annual club barbeque was held on Aug. 21. The club was purchasing club hats, so they can be worn at the club events and train shows that the members attend.

The October meeting of the **Southern Calif. S Gaugers (SCSG)** was held at the home of Jeff Smith. Fourteen members and friends attended the meeting. Jeff Kruger is the coordinator of the club activities and ably edits the club newsletter which is distributed via e-mail.. The club is in the process of designing standards for their modules and constructing same. Module sections will be made by those members so inclined, and special meetings will be scheduled for module construction. The club was considering train shows that will be held this year, at which Nick Mescher was commissioned to investigate such shows. The club is 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 members at the Fest. The club held their Christmas social meeting on Dec. 16, 2009, and Tom Mescher coordinated the event. The club set up and displayed a layout at the Dec. 5/6 Great Train Expo, held in Ontario., and the Great Train Expo, on Jan. 2/3, 2010, in Anaheim, CA. The club planned to display a layout at the Feb. 13/14 World's Greatest Hobby Tour Train Show in Long Beach, CA. Gene Capron

hosted the January club meeting at his home on the ninth of the month.

The San Diego S-Gaugers (SDSG) were 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 Scalpers (BASS) is the official host group for the joint

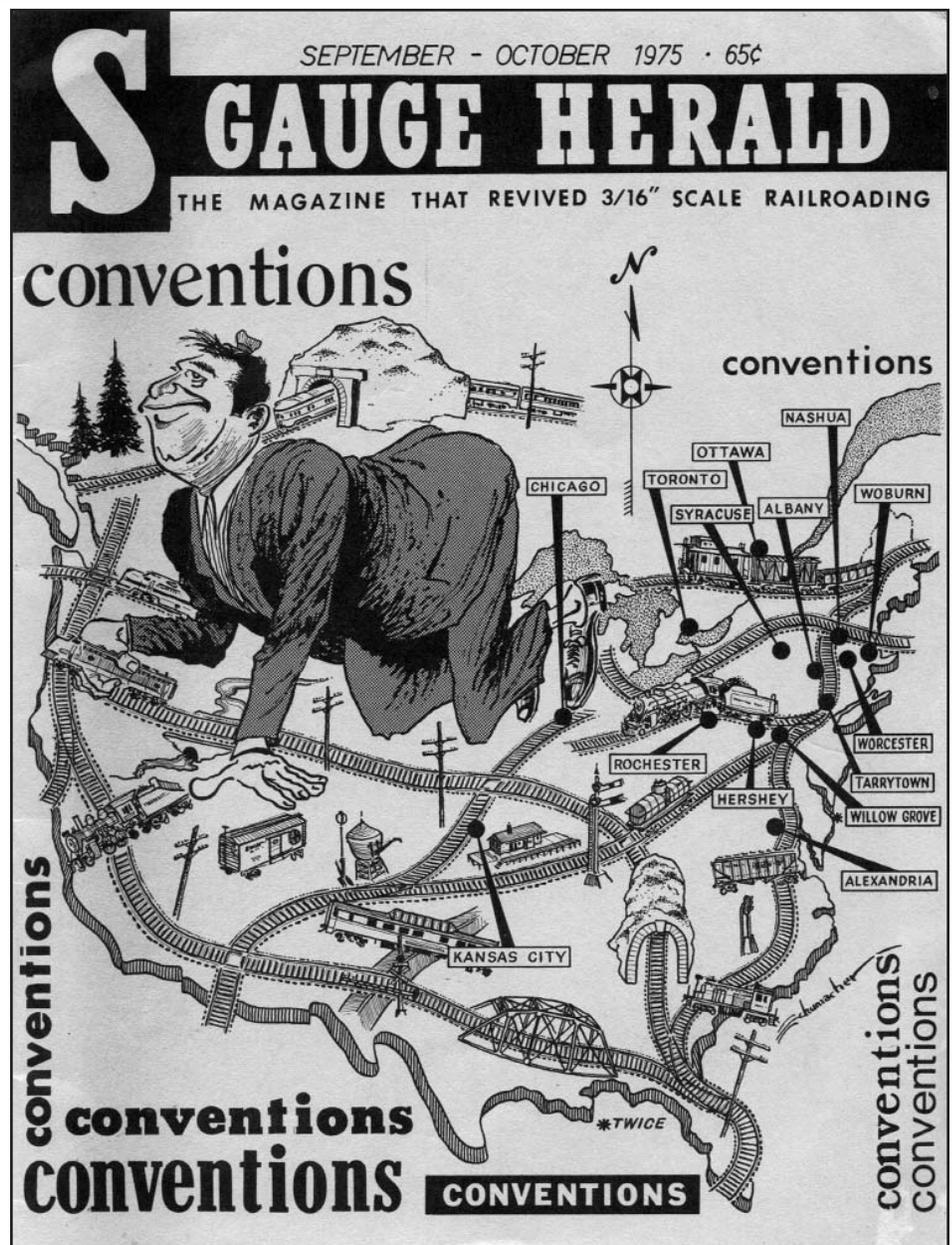
NASG/NMRA convention to be held in 2011, in Sacramento, CA. Ed Loizeaux is chairman for the host group, and he is seeking committee members to help organize and carry on the event. The club planned a 2010 calendar, with photos of S scale trains. Lee Johnson coordinated this activity for the club.

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.

The late Ed Schumacher was the first official NASG President and before that the last General Director. He was the transition leader when the NASG became a more formal organization as approved at the 1976 Ottawa (Canada) convention. Ed contributed many artistic covers to the *S Gauge Herald* in the 1970s such as this humorous one about where conventions were held. Actually, many of those marked were NESGA conventions.

Ed also did an NASG column in the *Herald*. The NASG column, of course, ended when the *Herald* folded in 1978 and the NASG began their own publications - first the *Newsletter* then the *Dispatch*.

Cover reprinted with the permission of the publisher at the time - Wally Collins



EXTRA BOARD

S IN NON-S PUBLICATIONS

- Feb. 2010 *CTT*: Five page layout article on Marty Wik's American Flyer layout.

- March 2010 *MR*: 3-page article by Bob Werre on liftout panels includes several scenes on his S scale layout.

S IN WALTHERS FLYER

Just thought that the membership would like to know on page 68 of the current Walthers Flyer (Feb. 2010) is listed a Life-Like Scenemasters S gauge Expressway lights (pair) #433-1629, as well as code 100 Tomar Bumping Post 81-8808. I wasn't aware that Life-Like Scenemasters was producing any S gauge material. Maybe we can thank Life-Like and Tomar for listing some S gauge items.

- William Mezzano, Addison, IL

BANTA EXITING S

According to Western VP Gerry Evans Banta ModelWorks is dropping all their S structures and has them for sale.

SPREE CLINICS

Brooks Stover will be presenting two clinics at the 2010 Spring S Spree. One is titled "Operations." If you are familiar with his Buffalo Creek & Gauley layout, this one promises to be a good one! A second one is about techniques for scratchbuilding structures with inexpensive materials. Below are some more details.

Also, Dan Navarre, of River Raisin fame, will be hosting a clinic on C&O memorabilia. I've seen this one at his house, and it's very cool.

- Jerry Poniatowski

BROOKS STOVER – SPRING SPREE 2010....

BIOGRAPHICAL SKETCH

Brooks' love of trains started with his first childhood American Flyer layout and he has modeled exclusively in "S" gauge ever since. He

began publishing articles in *S Gaugian* in 1977 and his models and layouts have been featured in numerous magazines, including *RMC*, *MR*, *CTT* and *the Dispatch*. An article on operations on his current layout, begun in 1998, appeared in the December 2009 *MR*. Brooks is a retired automotive design engineer and lives in the Detroit, MI area with his wife, Carol. They have two grown daughters and four grandchildren who love grandpa's 'big trains'. In October 2009, Brooks was awarded the National Model Railroad Association's Master Model Railroader (MMR) certificate #428, making him one of the few "S" gaugers to be so honored. In addition to model railroading, Brooks enjoys traveling with his wife, collecting and preserving the history of the BC&G on his website, www.buffalocreekandgauley.com, photography, and 'flying' general aviation aircraft on Microsoft's flight simulator on his computer.

TECHNIQUES FOR SCRATCHBUILDING STRUCTURES WITH INEXPENSIVE MATERIALS

This clinic describes how to conceptualize structures using three basic form elements and how to combine these simple elements to create more complex structures. Providing visual interest by varying siding types, roofing materials and roof construction configurations is demonstrated. The use of inexpensive card stock and wood materials in structure models is discussed. Finally, the construction of an example structure is presented step-by-step. Examples from some of the more than 40 structures Brooks has built using these techniques are used throughout the presentation. A handout will be provided. This clinic will be of interest to anyone who would like to build simple but unique wood-frame structures for their layout.

BASIC TECHNIQUES FOR DEVELOPING A PROTOTYPICAL OPERATING SCHEME

This clinic presents several basic techniques for developing a prototypical operating scheme for a model railroad. Included are discussions of the development of a 'railroad map' and use of a "time-distance chart" to establish a schedule for train movements. Also reviewed are switch list and car card schemes for car routing and the use of 'Conductors Orders' for providing instructions to train crews. A handout will be provided.

This introductory clinic will be of interest to anyone wanting to introduce more prototypical operations to their layout or who are in the process of designing a layout with operations in mind.

NATIONAL TRAIN SHOW ANNOUNCEMENT

The National Train Show (NTS) in 2011 will be held in Sacramento, California along with the NASG/NMRA joint annual convention. Convention registrants may attend all three days of the NTS at no extra cost. The NTS is generally considered the largest showing of model railroad products, supplies and services in America. Each year the NTS has several hundred booths available for display and selling and enjoys typical attendance of 10,000+. It is a unique experience. The NTS web site is: <http://www.nationaltrainshow.org/2010/milwaukee.html>

Special arrangements have made for S-oriented booths and portable layouts to be located together. To be included in this S grouping, you must conspicuously write "S GROUPING" on the NTS forms when ordering your booth or modular layout display space. Large red lettering with a felt tipped pen is advised. It is STRONGLY advised that booths and layout display areas be ordered PRIOR to the 2010 NMRA convention in Milwaukee this summer.

Detailed information regarding layout and booth space at the 2011 NTS will be mailed out May 30, 2010. Contact Debbie Draper prior

to May 1, 2010 at 1-602-569-9072 or NATLTRAINSHOW@aol.com to order a NTS registration information package. For S gauge to have a major presence at the NTS, we all should make layout display and booth reservations early in order to be included in the S grouping. NASG typically has a booth at the NTS.

The well known LOOKOUT JUNCTION III portable S gauge layout is planning to attend the 2011 NTS. This layout's name comes from the distinct possibility of cornfield meets if operators are not watching carefully. Cries of "Lookout!" ring throughout the show hall as viewers witness impending disasters. The engineers

have to be sharp at all times. The layout has double crossings, crossovers, two wyes, an 8-stall roundhouse, many loops of track and a fiddle yard all contained within a footprint of 22' x 26'. This layout has won the People's Choice Award in every year it has been entered. It also won the Best of Show award at the Pacific Northwest Region NMRA convention. Ya gotta see it to believe it!

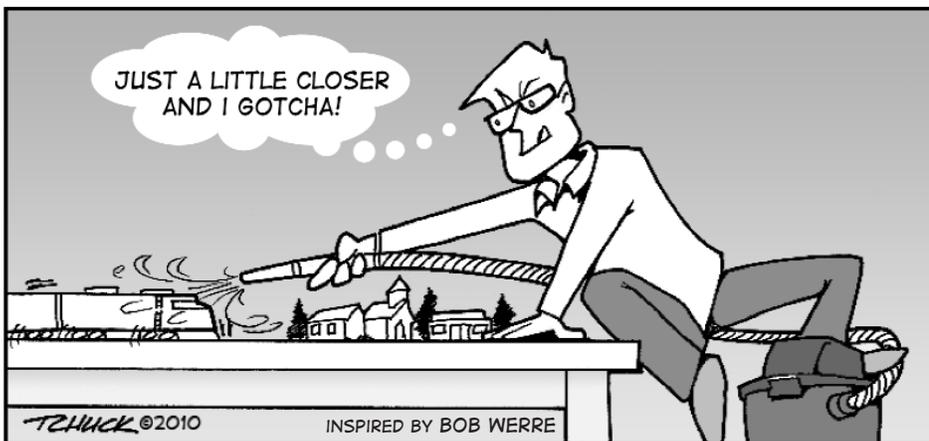
Many thanks to the Rocky Mountain Hi-Railers of Boise, Idaho for bringing their wonderful layout to the NTS and the 2011 NASG convention in Sacramento, California.

Ed Loizeaux, Chairman
NASG 2011 Convention



From Gerry Evans comes this personalized S Scale America Gunderson car and container. Wonder what's in it? Photo by Gerry Evans

Asleep At The Switch



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

S Calendar

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.smsgtrains.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 2009: Fall S Fest, Tinley Park, IL Convention Center. www.trainweb.org/casg or 847-541-3945. Further details TBD.

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.





50 YEARS OF CONVENTIONS

NESGA AND NASG CONVENTIONS 1961-2010.

1. 1961 - First NESGA, New York, NY
Home of Dave Bulkin.
 2. 1962 - 2nd NESGA, Woburn, MA,
 3. 1963 - 3rd NESGA, E. Greenbush, NY
Mt. Vernon Hotel
 4. 1964 - 4th NESGA, Willow Grove, PA, Fiesta Motel
 5. 1965 - 5th NESGA, Rochester, PA, Penn-Beaver
 6. 1966 - 6th NESGA, Toronto, Canada, Canadiana
 7. 1967 - 7th NESGA, Tarrytown, NY, Hilton
 8. 1968 - 8th NESGA, Nashua, NH, Olde Coach Inn
 9. 1969 - 9th NESGA, Alexandria, VA,
George Mason Hotel
 10. 1970 - 10th NESGA, Hershey, PA, Cocoa Inn
 11. 1971 - 11th NESGA, Syracuse, NY, Gotham Inn
 12. 1972 - 1st NASG, Kansas City, MO, Stadium Inn
 13. 1973 - 2nd NASG (combo with NESGA),
Willow Grove, PA, Treadway Inn
 14. 1974 - 3rd NASG, Worcester, MA, Yankee Drummer
 15. 1975 - 4th NASG, Elk Grove Village, IL,(Chicago),
Holiday Inn.
 16. 1976 - 5th NASG, (constitutional convention),
Ottawa, Canada, Talisman Seaway
 17. 1977 - 6th NASG, San Jose, CA, Hyatt House
 18. 1978 - 7th NASG, Silver Spring, MD, Sheraton
 19. 1979 - 8th NASG, Princeton, NJ, Princeton, Univ.
 20. 1980 - 9th NASG, Milwaukee, WI , Red Carpet
 21. 1981 - 10th NASG, Syracuse, NY, Marriott
 22. 1982 - 11th NASG, Cleveland, OH, Sheraton
 23. 1983 - 12th NASG, Woburn, MA, Holiday Inn
 24. 1984 - 13th NASG, Buffalo, NY, Sheraton
 25. 1985 - 14th NASG, Sacramento, CA, Capital Place
 26. 1986 - 15th NASG, Novi, MI, (Detroit) Hilton
 27. 1987 - 16th NASG, Oak Brook, IL (Chicago)
Marriott
 28. 1988 - 17th NASG, New Brunswick, NJ, Hyatt
 29. 1989 - 18th NASG, Kansas City, MO, Park Place
 30. 1990 - 19th NASG, Pittsburgh, PA, (joint NMRA)
(the big modular layout), Hilton
 31. 1991 - 20th NASG, Syracuse, NY, Holiday Inn
 32. 1992 - 21st NASG, Cleveland, OH, Holiday Inn
 33. 1993 - 22nd NASG, Valley Forge, PA (joint NMRA)
 34. 1994 - 23rd NASG, Vancouver, WA, Red Lion Hotel
 35. 1995 - 24th NASG, Altoona, PA, Ramada Inn
 36. 1996 - 25th NASG, Dearborn, MI, Dearborn Inn
 37. 1997 - 26th NASG, Westminister, CO (Denver),
Holiday Inn
 38. 1998 - 27th NASG, Worcester, MA, Holiday Inn
 39. 1999 - 28th NASG, St. Paul, MN, Kelly Inn (w/NMRA)
 40. 2000 - 29th NASG, San Jose, CA, Hyatt
(joint NMRA)
 41. 2001 - 30th NASG, Scranton, PA (Steamtown),
Radisson Station Hotel
 42. 2002 - 31st NASG, Cleveland, OH, Holiday Inn
 43. 2003 - 32nd NASG, Oconomowoc, WI (Milwaukee),
Olympia Resort Hotel
 44. 2004 - 33rd NASG, Arlington Hts, IL (Chicago),
Sheraton
 45. 2005 - 34th NASG, Altoona, PA, Ramada Inn
 46. 2006 - 35th NASG, Pontiac, MI,
Marriott Auburn Hills
 47. 2007 - 36th NASG, Baltimore, MD, Best Western
 48. 2008 - 37th NASG, Lowell, MA, Doubletree
 49. 2009 - 38th NASG, St. Louis, MO, Marriott
 50. 2010 - 39th NASG, Duluth, MN
(50th Anniversary of the NASG), Holiday Inn
-

I had never considered stress before, because I had done a lot of crazy things (like being in auto racing most of my life) and never had a bit of trouble doing that. But I learned that it is not the activity that causes the trouble, it is repetitive aggravation over many years that does you in.

It took the combination of a second heart attack and ten more stress filled years on the job to convince me to take early retirement in 2007. Since then, my EKG's have returned to nearly normal for a man my age, and my blood pressure medication has been cut in half!

I have been a life long "hobbyist" of all kinds (mostly model railroading) and even THAT was not enough. However, my doctors and I are thoroughly convinced that without the distraction of my various hobbies releasing the pressure over the years, stress would have killed me long ago!

As Sam says, we hear a LOT about being healthy, taking meds for cholesterol, and so on, but generally stress is overlooked and underplayed. I'm LIVING proof that it needs watching!

Thanks for getting the word out, Sam. - Stumpy Stone, Ohio

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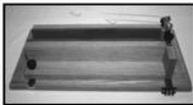
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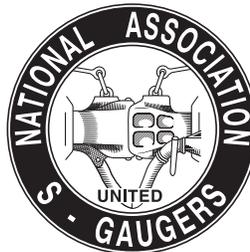
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Pine Canyon Scale Models

is under new ownership and has relocated. The new owners are committed to continue bringing you the same high quality, affordable S scale models that we've delivered to the market over the years.

Production has restarted and inventory is being re-built. We plan to have the entire product line back in production as quickly as possible. Watch our web site for the latest updates on availability.

We thank you for your support!



New! Cruising Main Style 2 series

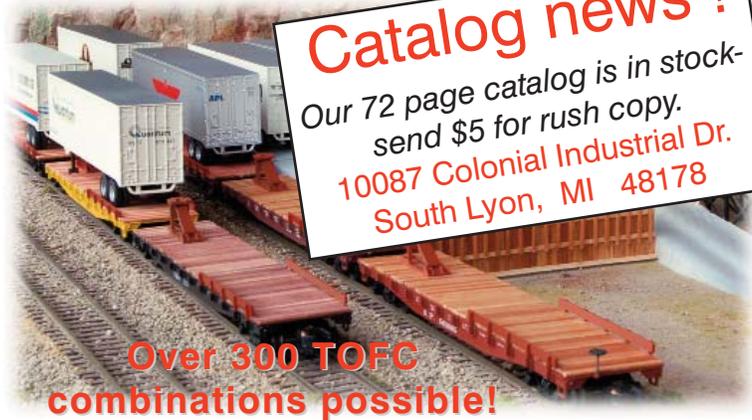
New! Firehouse/Garage
New! Professional Building
Each available in shallow & deep versions

Our new contact information is:
Pine Canyon Scale Models
167 Westford St.
Dunstable, MA 01827
Phone 978-735-2138

www.pinecanyonscalemodels.com

Catalog news !

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2010 SPRING S SPREE
Friday April 30, Saturday May 1
REGISTRATION FORM



(Please print)

NAME: _____

FAMILY: _____

ADDRESS: _____

CITY: _____ State/Prov: _____ Zip: _____

PHONE: _____

Email ADDRESS: _____

(confirmation of registration sent via email or post card upon receipt of forms)
all emails will be used only for the Spree and will not be shared with anyone

_____ Please check here if you are new to S Gauge or to the spring "S" Spree

Ford Community & Performing Arts Center
15801 Michigan Ave. (US-12)
Dearborn, MI 48126
Next to Amtrak station, Dearborn Police HQ
Ample FREE parking
15,000 sq ft modern floor space
200 Dealer Tables - Clinics - Layouts - Auctions
2500 sq. ft. carpeted formal lobby for operating layouts

REGISTRATION / IMMEDIATE FAMILY: \$20.00 (\$30 if after Mar. 1, 2010) = \$ _____
SPREE CAR ORDER - INCLUDE TOTAL FROM OTHER SIDE = \$ _____
TOTAL AMOUNT (CHECK ENCLOSED) = \$ _____
US Funds

MAKE CHECKS PAYABLE TO: DAVE CAMPBELL
MAIL THIS REGISTRATION FORM AND CAR ORDER FORM (ON BACK)
WITH CHECK / PAYMENT TO: Jerry Poniatowski
3240 Elizabeth
Wayne MI 48184
(734) 721-0772
poniaj@wowway.com

Please visit our web site www.smsgtrains.org

CHECK THE FREE CLINICS YOU WILL BE INTERESTED IN ATTENDING

- ____ Railroadiana- Lanterns, watches & keys
____ Jim Hockley - SMSG
____ Repair of Flyer
____ John Heck
____ How Brass Products are made
____ Dan Navarre - SMSG
____ Tin Plate Buildings @ Vintage layout
____ Jerry Loman
____ Animated Accessories by Avg Modeler
____ Greg Balmas
____ Milwaukee Junction Cradle of Auto Ind
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____ Those Fabulous Flyer Streamliners
____ Bob Bubeck - SMSG
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____ Gaylord Gill - SMSG
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____ Todd Wagner
____ Repair of American Flyer Motors
____ Scott Collins

2010 SPRING S SPREE

SPREE CAR ORDER FORM

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GREAT NORTHERN BOXCAR
by LIONEL

_____ (qty) AMERICAN FLYER GREAT NORTHERN 40 ft BOXCAR
IF BEFORE MARCH 1ST, 2010 \$60 EACH = \$ _____
IF AFTER MARCH 1ST, 2010 \$65 EACH = \$ _____
ADD MICHIGAN SALES TAX 6% = \$ _____
ADD SHIPPING (if NOT picked up at Spree) \$8/1st car, \$5 each additional = \$ _____
TOTAL \$ _____



Great Northern Lionel / Flyer BOX Car @ Vermilion Red

SCALE or HIRAIL GTW GONDOLA
By AMERICAN MODELS

Please specify "SCALE" or "HIRAIL"

_____ (qty) (SCALE) (wheels only - does not include scale couplers) \$40 EACH = \$ _____
_____ (qty) (HIRAIL) \$45 EACH = \$ _____
IF BEFORE MARCH 1ST, 2010 \$6 EACH = \$ _____
IF AFTER MARCH 1ST, 2010 = \$ _____
OPTIONAL SCRAP LOAD = \$ _____
ADD MICHIGAN SALES TAX 6% = \$ _____
ADD SHIPPING (if NOT picked up at Spree) \$10/1st car, \$8 each additional = \$ _____
TOTAL = \$ _____
_____ (qty) Quantity of car(s) you desire optional lettering "baled scrap only" on car sides.



GTW American Models GONDOLA @ Blue w/white lettering

ADD THIS GRAND TOTAL TO REGISTRATION FORM GRAND TOTAL = \$ _____

_____ I WILL PICK UP CAR(S) AT SPREE OR
_____ SHIP TO: NAME _____
ADDRESS _____ (no P.O. boxes)

2010 NASG NATIONAL CONVENTION

JULY 21-24, 2010
DULUTH, MINNESOTA



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RAILROAD MUSEUM



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DULUTH



LAYOUT TOURS



MODEL CONTESTS



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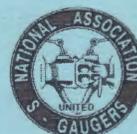
**CONVENTION ACTIVITIES BEGIN IN DULUTH JULY 21
HISTORIC NASG 50TH ANNIVERSARY BANQUET JULY 24**

INFORMATION AT

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

CCS Events 952-934-5082

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SCALE WORKSHOP

2010 NASG National Convention Registration Form

July 21 - 24, 2001 For details, please check out the webpage <http://www.nasg2010.com>

Primary Registrant: _____ Telephone: _____
 Mailing Address: _____ NASG Membership# _____
 City: _____ State/Province: _____ Zip Code/Postal Code: _____
 Country: _____ Email Address: _____

For family registrations, please list each family member's name on a separate sheet (to appear on badge)

Registration Fare Calculation (all prices in U.S dollars)

	Item	Total
Primary Registration Fee:		
Registration received by June 1, 2010 _____ @	\$65.00	_____
Registration received after June 1, 2010 _____ @	\$75.00	_____
Single Day Registration Which Day? _____ @	\$15.00	_____
Family Registration (Spouse, Children up to 12 years old)	\$30.00	_____
Banquet (NASG 50th Anniversary Party) _____ @	\$40.00	_____
Non-NASG Inc. Members must choose one of the following options:		
Membership in NASG Inc. for July 2010 only _____ @	\$10.00	_____
Membership in NASG Inc. for 12 months _____ @	\$20.00	_____

(Download NASG application form @<http://www.nasg.org/online-membership-app.php> fill out and mail)

TOURS AND EVENTS

Pre-convention railfan and railroad tour Monday and Tuesday before the convention enjoy railfanning the sites of Minneapolis-St. Paul and enjoy visiting and operating on some of the finest model railroads in the area. We will help with housing options, meet each day and tour together. There is no charge for this activity, contact Ken at mhry19@comcast.net with your arrival information.

Iron Ore Mine and the Iron Horse- Searching for Steam on Minnesota's Iron Range

Maximum of 40 people, Wednesday July 21 7:00 until 5:00 _____ @	\$59.00	_____
Reception at LSRM - Wednesday July 21 6:00 until 10:00 _____ @	No Charge	_____
Operate a LSTM diesel locomotive on museum trackage _____ @	\$25.00	_____

Glensheen Mansion and Duluth Bed and Breakfast Tour

Maximum of 25 people, Thursday July 22 10:00 until 3:00 _____ @	\$ 55.00	_____
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Duluth/Superior Industrial Tour

Thursday July 22 10:00 until 3:00 _____ @	\$25.00	_____
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Railfan Train Ride- Duluth to Two Harbors

Friday July 23 9:00 until 3:00 _____ @	\$35.00	_____
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"Special" Ride in Soo Extended Vision Caboose (space limited) (add 23.00 per person) _____

Twin Cities Layout Tours Your 2010 convention hosts will open their layouts

for visits on get away day. Maps included with registration.

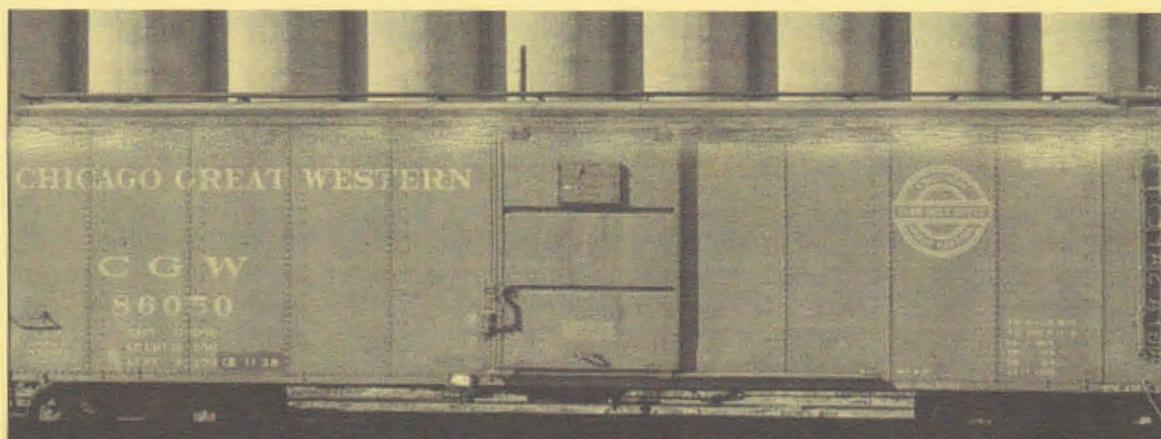
Convention Total

Mail registration form with check or Money Order (in US Dollars) Payable to "Ronald Kemp, 50 Years of S"
 to: PPSSW 2010 Convention, C/O CCS Events, 6611 Countryside Drive, Eden Prairie, Mn 55346

Call Holiday Inn (800-477-7089) or the hotel directly (218-722-1202). Book using group 99801505 to get the special convention rate of \$99.00. You may also book online at www.hiduluth.com

Rooms are also reserved at Edgewater Resort and Waterpark (800-777-7925) or the hotel direct (218-728-3601). Ask for group "National Association of S gaugers" for convention rate of \$99.00 for room or \$129.00 for rooms and \$169.00 for Suites at the waterpark. www.edgewaterexpress.com or www.duluthwaterpark.com

2010 NASG Convention Car



Prototype Photo

Chicago Great Western 40' boxcar

X-29 style built by Pullman Standard in 1934, in service into the 1970's

The Pines and Prairies S Scale Workshop is pleased to be able to collaborate with S Scale American to bring a new freight car variety to the S marketplace. Cars will be AF compatible with Scale wheels included.

If registering for the convention, indicate the number of cars below, choose shipping or pickup, calculate the total price and carry the total price to page one. If you are not registering for the Convention and wish to order cars, complete this entire section only and mail with check or money order payable to "Ronald Kemp, 50 Years of S". Mail Car only orders to:

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CGW PS X29 box car #82010 @ 55.00 each \$ _____

CGW PS X29 box car #86050 @ 55.00 each \$ _____

SHIPPING: \$6 for 1 car; \$2 for each additional car in total order. Shipping Fee: \$ _____
_____ Check here if you will pick up car(s) at the convention.

SALES TAX: If picking up cars at the convention OR you are a MN Resident, you must add \$3.65 per car for MN Sales Tax. # _____ Cars x 3.65 = \$ _____

TOTAL PAYMENT ENCLOSED \$ _____

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